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T.T. on New York—2*1/2*%.  
Lightning Up Time—6.34 p.m.  
High Water—15.54.  
Low Water—12.16.

Library, Supreme Court

# The Hongkong Telegraph.

FOUNDED 1861 六月九日 香港三月九日 SATURDAY MARCH 19, 1932 日三月二

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"South China Morning Post Bldg." Tel. 6556

## PEACE CRISIS: JAPAN'S FINAL CONCESSIONS.



De Valera, addressing his supporters on his "reform" in Dublin.

DE VALERA  
WARNED.  
ANTI-ENGLAND  
PLATFORM.  
PLAIN BRITISH  
STATEMENT.  
GRAVE CONCERN.

London, Mar. 18. A stern warning against unilateral action on the part of the Irish Free State on the lines of President Eamon de Valera's proposals to abolish the oath of allegiance and to withhold the land annuities, was uttered by Mr. Neville Chamberlain to-day.

The Chancellor of the Exchequer was addressing a meeting at Birmingham, and he referred at some length to the alleged main planks in the platform of de Valera.

The British Government, he said, had received no official communication from the Irish Free State Government regarding the reported intentions of that government, and unless the reports are officially confirmed, he did not assume that they were correct.

NO ROOM FOR DOUBT.

But lest there should be any doubt as to the attitude likely to be adopted by the British Government, Mr. Chamberlain declared that any suggestion that Anglo-Irish obligations and agreements could be varied by either side as though it concerned that side alone, would cause the British Government the gravest concern.

It was seriously pursued, he added, it would undoubtedly revive the bitterness and the differences which had been hoped had been removed for ever.

FIRST DUBLIN ACT.

A Dublin message says that the operation of the Public Safety Act in the Irish Free State was suspended last evening by order of de Valera and the Free State Executive Council.

The effect is to abolish the Military Tribunal which sentenced the political prisoners released by de Valera last week and to remove the ban from the Saoréire and the Irish Republican Army.

LABOUR POWER.

How far de Valera will go with his other planks after the British warning is doubtful. It is important to note that the Labour Party—with the fewest seats—will have the chief influence in the formulation of policy, holding the balance of power.

The Socialists do not share the enthusiasm of de Valera's party for the plan to abolish the Oath or retain the land annuity.

Furthermore, the Senate can hold up for nine months any measure that is not financial, so that even if de Valera secured a majority in the Dáil for the abolition of the Oath, the Bill would be most unlikely to pass into law immediately.

It is generally felt that there is no occasion for British alarm at Irish events until they have assumed a great deal more threatening aspect than at present.

REPORTED TERMS.

According to Japanese sources, the Japanese terms now are:

(1) that the Chinese forces remain in their present lines.

(2) that the Japanese forces withdraw to the line of the Shanghai-Woo Sung Railway.

(3) that a Sino-Japanese Commission, with foreign representatives, shall supervise the Japanese

Nanking, Mar. 19. The general principles of the proposed increase in inland postage have been approved by the Executive Yuan.

It was learned yesterday that the Ministry of Communications intends to increase the ordinary inland rate from four to five or six cents.—Reuter.

WINSTON'S NEW  
MOTOR-CAR.

GIFT ON RETURN TO  
ENGLAND.

London, Mar. 18. Mr. Winston Churchill arrived in London to-day from the United States, where he has conducted an extensive lecture tour. A hand-some saloon car, which had been presented to him by his friends, awaited him at the station.—British Wireless.

DECISION, ONE WAY  
OR ANOTHER,  
EXPECTED TO-DAY.

IMPORTANT GATHERING  
ARRANGED.

HOPES AGAIN RUNNING  
HIGH.

(FROM OUR OWN CORRESPONDENT).

Shanghai, Mar. 19, 9.46 a.m. HOPES FOR THE SUCCESSFUL OUTCOME OF THE PRELIMINARY PEACE NEGOTIATIONS ARE AGAIN RUNNING HIGH, FOLLOWING THE GLOOM WHICH SETTLED LAST NIGHT UPON HINTS OF A BREAKDOWN, AS THE RESULT OF RELIABLE INFORMATION THAT MR. SHIGEMITSU, THE JAPANESE MINISTER, HAS RECEIVED INSTRUCTIONS FROM TOKYO AUTHORIZING HIM TO MAKE FURTHER CONCESSIONS.

It is learned authoritatively that further instructions have reached Mr. Shigemitsu from Mr. Yoshizawa, the Foreign Minister at Tokyo, and it is known that they contain certain modifications of the Japanese demands hitherto upheld.

An early and more amicable discussion between the Japanese and Chinese delegations is expected.

It is understood, in fact, that an informal conference between Mr. Shigemitsu and Mr. Quo Tai-chi has been arranged for this afternoon.

It is understood that they will meet at the British Consulate, together with the representatives of the British, French, United States and Italian Governments. The British Minister in China, Sir Miles Lampson, will be the British representative at the meeting.

They have already been informed, it is learned, of the substance of Mr. Shigemitsu's instructions from Tokyo and there is an atmosphere of renewed confidence in diplomatic circles this morning.

The Tokyo Government's instruction will be discussed at this afternoon's meeting, together with the

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SATURDAY—NIGHT at 8.30 p.m. SUNDAY at 2 p.m.

**STEAMERS.**

From Macao.

SAT. 8 a.m. "Sui An." SAT. 2 p.m. "Sui An."  
" 2 p.m. "Chuen Chow" " 9 a.m. "Lungshan."  
SUN. 5.30 p.m. "Lungshan."

SUN. 5.30 p.m. "Lungshan."

**THE LATE MR. A.  
MCCALLUM.****FUNERAL AT HAPPY VALLEY.**

The funeral of the late Mr. A. McCallum, took place in the Protestant Cemetery, Happy Valley, yesterday evening, the Rev. N. V. Halward officiating at the graveside.

The popularity of the deceased was evident from the large gathering, among whom were close friends, officials and employers of the Kowloon-Canton Railway, members of the Hongkong Police Force, of the Public Works Department, and many others, including:

Mr. and Mrs. A. E. Murphy and Miss Murphy, Mr. E. L. Stainfield, Mr. J. Fraser, Mr. W. C. Simpson, Mr. A. Wayman, Mr. R. Baker, Mr. P. Farrell, Mr. S. Dallow, Mr. W. Keyser, Mr. F. E. Lawrence, Mr. T. Bolt, Mr. G. Stephens, Mrs. F. Mumford, Mr. De La Haye, Mr. R. Shannon, Mr. W. L. Walker, Mr. Ramskill, Mr. R. Latham, Mr. S. M. Smith, Mr. A. Benson, Mr. H. Waller, Mr. P. Palmer, Mr. J. Clarke, Mr. T. Peeler, Mr. D. Reidy.

Mr. T. Flinerty, Mr. R. Riddle, Mr. R. Dick, Mr. N. E. Fraser, Mr. G. Gleson, Mr. W. Cuff, Mr. P. Morgan, Mr. G. Stainfield, Mr. S. Murphy, Mr. W. J. Robertson, Mr. G. F. Taylor, Mr. G. A. Walker, Mr. J. Morris, Mr. C. A. Lambert, Mr. I. B. Trevor, Mr. W. L. Clarke, Captain W. J. Andrews and many others.

**CHANGES AT KOWLOON  
POST OFFICE.****BETTER ACCOMMODATION  
TO BE PROVIDED.**

Structural alterations now taking place at the Kowloon Post Office will add greatly to the accommodation and should facilitate the increased business which has lately been done there. The alterations will be completed early next week.

Mr. E. W. Hamilton, Postmaster General, stated yesterday that the reconstruction provided for the demolition of the rear wall of the Post Office and the occupying of space, at present used for residential quarters, as part of the Post Office. The counter would be set further back, thus allowing greater accommodation for the public. There would also be additional space for the letter sorters at the back.

Mr. Hamilton said that with the completion of the work and with the additional man engaged there, the facilities for handling Kowloon's mail should be greatly improved.

In consequence of the structural alterations, the Post Office will not be open between 8 and 9 a.m. tomorrow, but this will not affect the usual delivery of correspondence.

**KIDNAPPED WOMEN  
RELEASED.****VICTIMS OF LIGHTHOUSE  
RAID RETURN.**

The women and children kidnapped in the bandit raid on Breaker Point Lighthouse, Swatow at the end of February, have been released but the two men are still being held. Information to this effect was received by the Naval Authorities in Hongkong from the Commander of H.M.S. Whitehall yesterday. The message stated that the six people were expected to arrive at Swatow yesterday.

A gang of more than 70 bandits descended on the Breaker Point Light, just outside of Swatow, on February 27, and carried off the keeper, Mr. George Edwards, the assistant, a Russian named Andreynoff, and their wives and children. The captives were taken to the hills and a party from the Chinese Maritime Customs began a search for them.

H.M.S. Keppel left Hongkong to join H.M.S. Whitehall, which had been in Swatow for some weeks.

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Lather? No!  
Rub-In? No!

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MULLER, MACLEAN & CO. INC.**Barbasol**For a  
Ticentith Century Shave**CORRESPONDENCE.**Foreign Control in China  
Mooted.[To the Editor, Hongkong  
Telegraph.]Sir,—The die-hard *Morning Post* of London has thought fit to approve of the suggestion of one British Army Officer named Stewart, formerly Military Advisor to Chang Tso-lin. Although it is obvious that only a highly conceited tit-thug can suggest the control of this country or that when it is not his own, one should, nevertheless, examine the sources of a proposal that one approves before committing one's conclusions on paper. But it seems to me that the *Morning Post* of London is perfectly satisfied with the opinions of a military adviser, whose advice has brought into being a well-equipped army—the Manchurian Army—that refused to fight its country's enemy. The *Morning Post* of London has insulted 400,000,000 people by stating that China, as an ordered State, does not exist; but every one knows, including Lloyd George, that China has a courageous Army. And as to the foreign control in China that is suggested, all I wish to say is, "Try it."

NINETEENTH.

to assist in the rescue, but the destroyers did not land any men, and the Keppel returned after a few days.

This is the first definite news of the rescue party since the raid on the lighthouse.

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COLOR TONE REVUE**The BABY  
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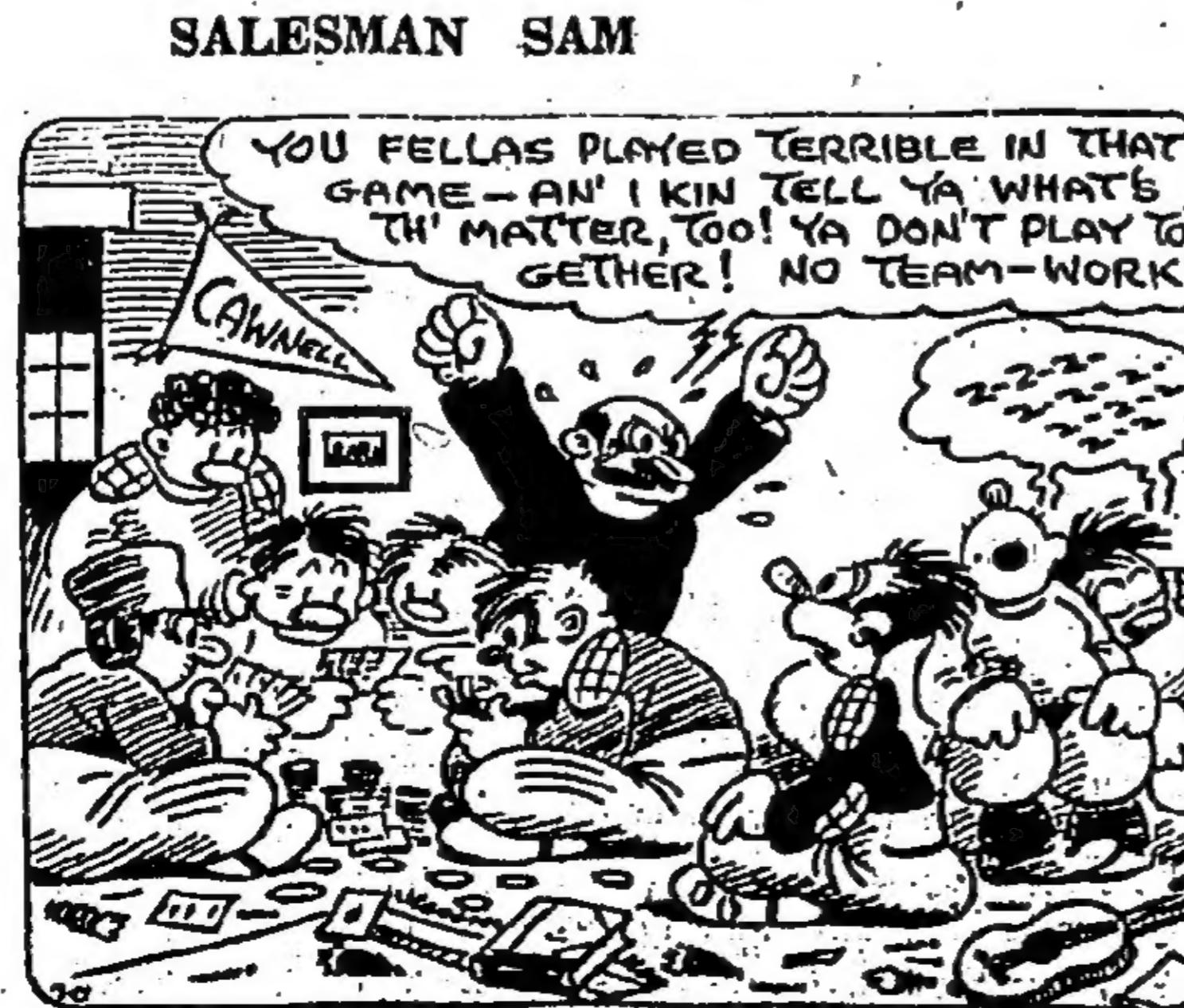
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\$7.50.ECONOMY  
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**LE BEAU**  
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ECONOMY.**Teething troubles**Because SCOTT'S Emulsion  
contains 14% of pure cod liver  
oil and lime salts  
for bone formation,  
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genuine  
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You have to spend thousands of dollars and waste many months' valuable time before you can travel around the world but with Doug's introduction it will only cost you two or three dollars and save you a lot of trouble too. All you need is to sit in relaxation on a comfortable chair and allow Doug to conduct you to trot all over China, Japan, India, Siam, Indo-China, Hawaii and the Philippines, to see and hear the countless strangest facts, strangest sights and strangest incidents that you'd never have a chance to meet.

Among the numerous thrilling, fascinating and amusing features in this film there are:-

(1) A grand banquet given by King Prajadhipok of Siam with the presence of His Majesty himself.

(2) The strangest and oldest dances displayed by the Siam Royal Palace Dancing girls.

(3) The Maharane of Cooch Behar risks his life in a leopard hunt with Doug.

(4) The fierce fighting with a maddened tiger by Doug.

(5) The wonderful rope trick performance by a Hindu fakir.

(6) The appearance of Mei Lan Fang, the greatest female impersonator.

(7) The queerest dancing by Cambodia and Angkor actresses.

(8) The personal appearance of Anguinaldo, famous leader of the Philippine insurrection and rulers and leaders of various countries.

(9) The superstition of a funeral pyre on the holy Ganges.

(10) The ruins of Angkor Vat, the Pyramids, and other oldest and magnificent edifices and structures.

### —COMING—

Gloria Swanson  
in

"TO-NIGHT OR NEVER"

(1932 United Artists Feature)

## DARING DOUG DOES IT AGAIN!

Spurning tradition — defying convention — dynamic Doug swoops around the roaring globe — unleashing a riot of laughs, gags, thrills and mighty splendors of this pulsing planet!

The star who gave you Robin Hood, The Black Pirate, The Gaucho, D'Artagnan ... pours immortal spirit and dynamic energy into amazing departure in entertainment as epochal as the birth of the talkie!



## AROUND the WORLD in 80 minutes WITH DOUGLAS FAIRBANKS

ALL  
THE  
WORLD  
HIS  
STAGE!

CONTINENTS  
HIS  
PLAY.  
GROUND!

### Added Attraction

Gaumont Sound News, No. 28 with the following contents:-

(1) Assault-at-arms at Lancaster Depot. The King's Own Royal Regiment and Ladies of Netherland Athletic Club in clever display.

(2) Lord Jersey's wedding. Miss Patricia Richards is the first bride of 1932 at St. Margaret's Westminster.

(3) Prince Alfon returns a Call.

Reciprocal in London at Duke of Gloucester's visit to Abyssinia for Coronation of Ras Tafari.

(4) Severe gales sweep South Coast. Remarkable pictures of the Gale which raged in the Channel, causing damages to coast towns.

(5) Is Waterloo Bridge safe?

Striking pictures of the famous bridge which eminent engineers allege is in danger of a collapse.

(6) Rugby International. Wales win at Swansea by 12 pts. to 5, defeating England for the first time in ten years.

H.R.H. The Prince of Wales travelled from London to watch the match.

### Also

Gaumont Sound Mirror, No. 63.

Owing to the exorbitant cost expended for securing the sole and exclusive rights for the exhibition of this picture, we are compelled to increase the price of admission in accordance with the following rates:-

Dress Circle	\$8.00
Back Stall	\$2.00
Upper Stall	\$1.00
Front Stall	\$1.00

(including tax).

All complimentary tickets, previously issued, are ineffective during this run.

Advance booking now on at the Theatre.

### COMING

Chester Morris  
in  
"CORSAIR"

(1932 United Artists Feature)



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## CINEMA SCREENINGS.

## NOTES SUPPLIED BY THE THEATRES.

The autobiographical memory of Tallulah Bankhead, whose third starring Paramount picture, "The Cheat," showing to-day at the King's Theatre, dates back to sometime after her sixth birthday.

She got dizzy from satisfying a youthful ambition to make one of her grandfather's long cheroats, fell out of a friendly, questing tree, and got spanked for being so awkward as to alarm the family by falling.

The Bankheads are of a long Alabama family of senators, and the spanking was in keeping with the natural Bankhead procedure for such cases in the vicinity of Huntsville.

For eleven years there followed an endless succession, if you may believe Tallulah, of schools, seminaries, colleges and convents. She recalls, "finishing" at Mary Baldwin School in Staunton, Virginia. The cheroat had been Virginian, too.

She developed a yen for city life, and several months at the Convent of the Holy Cross in Washington, D. C. and the Convent of the Sacred Heart at the same city, did not take the edge off this secret repression. Although the city had become almost a family habit through Alabama's exceptional penchant for electing senators named Bankhead, both her father, William B., and her grandfather, John H., having overpowered resounding gavels with the sheer power of their voices, Tallulah "made a break for Broadway."

"Squab Farm," at an uptown theatre she believes to be her start in acting, at only eleven years from the cheroat episode she found herself as Rose de Brissac in "Footloose" at the old Greenwich Village Theatre. She succeeded Constance Binney in "22 East," which had a successful run at the Klaw Theatre. Three years after "Squab Farm," and at the same theatre, the Bijou, Miss Bankhead was featured in "Nice People." Subsequently New York saw her in "Everyday," "Danger," "Her Temporary Husband" and "The Exciters." For eight years she was lost to the United States. She went to London as a "circuit breaker" for her restless nerves, and in eight years had the lead in fifteen plays, becoming so much the darling of John Bull's capital that a police escort frequently was necessary to save her from enthusiastic mobs.

The English parts she chose best were in "They Knew What They Wanted," "The Gold Diggers," "Her Cardboard Lover," "Mud and Treacle," and "Let Us Be Gay." In the latter production she had the role which Francis Laramore made notable on Broadway.

She was signed and returned to her native birth by Paramount. In her very first role, for "Tarnished Lady," she scored an individual triumph.

Acting still surpasses smoking cheroats as her great love.

"Young As You Feel."

Maybe an old dog cannot be taught new tricks, but there is no law that prevents him from adopting them. This was convincingly demonstrated by Will Rogers during the filming of "Young As You Feel." His latest starring picture for Fox Film, which opens next Sunday at the King's Theatre, and in which the popular comedian portrays a modern, well-dressed man. For the first time in his long stage or screen career Rogers was called upon to wear his hair nicely combed.

After the first sequences of the film were made, with Rogers in the role of an old-fashioned, crochety, set-in-his-ways widower, Frank Borzage, the director, notified his star that filming of the dressed-up scenes would begin the next day.

The following morning, Rogers appeared on the set in a neatly tailored dress suit, with pearl-headed cane, silk hat, and all the usual accessories.

"You'll have to dress your hair, Will," Borzage told the famous comedian.

"What, me slick my hair all up? Not on your life," Rogers replied. "I've got by all my life with my bangs hanging natural, and I don't see why this is any occasion to change my ways." Then, after a moment of thought, he added with a shrug, "But if you insist, I'll do it. Bring on the pomade!"

Here is where Terrance Roy, who with Donald Dillaway has an important juvenile role in the film, playing one of Rogers' willful sons, earned Will's everlasting gratitude.

"Young As You Feel" is the screen version of the well known stage success of George Ade's "Father And The Boys," as adapted by Edwin Burke.

It makes the fist appearance of Will Rogers in talking pictures, and advances reports from critics and fans alike who have seen it credit it as being more hilarious than any of the previous Rogers hits. His last Fox picture was "A Connecticut Yankee," previous to which he was starred in "Linghtnin'," "So This Is London" and "They Had To See Paris."

## FRECKLES AND HIS FRIENDS



First Church of Christ, Scientist, Hong Kong  
ANNOUNCES A

## FREE LECTURE

ON

## CHRISTIAN SCIENCE

ENTITLED:

"CHRISTIAN SCIENCE: MANKIND'S GREAT NEED"

By

Albert F. Gilmore, C.S.B.

of

(Boston, Massachusetts)

Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.

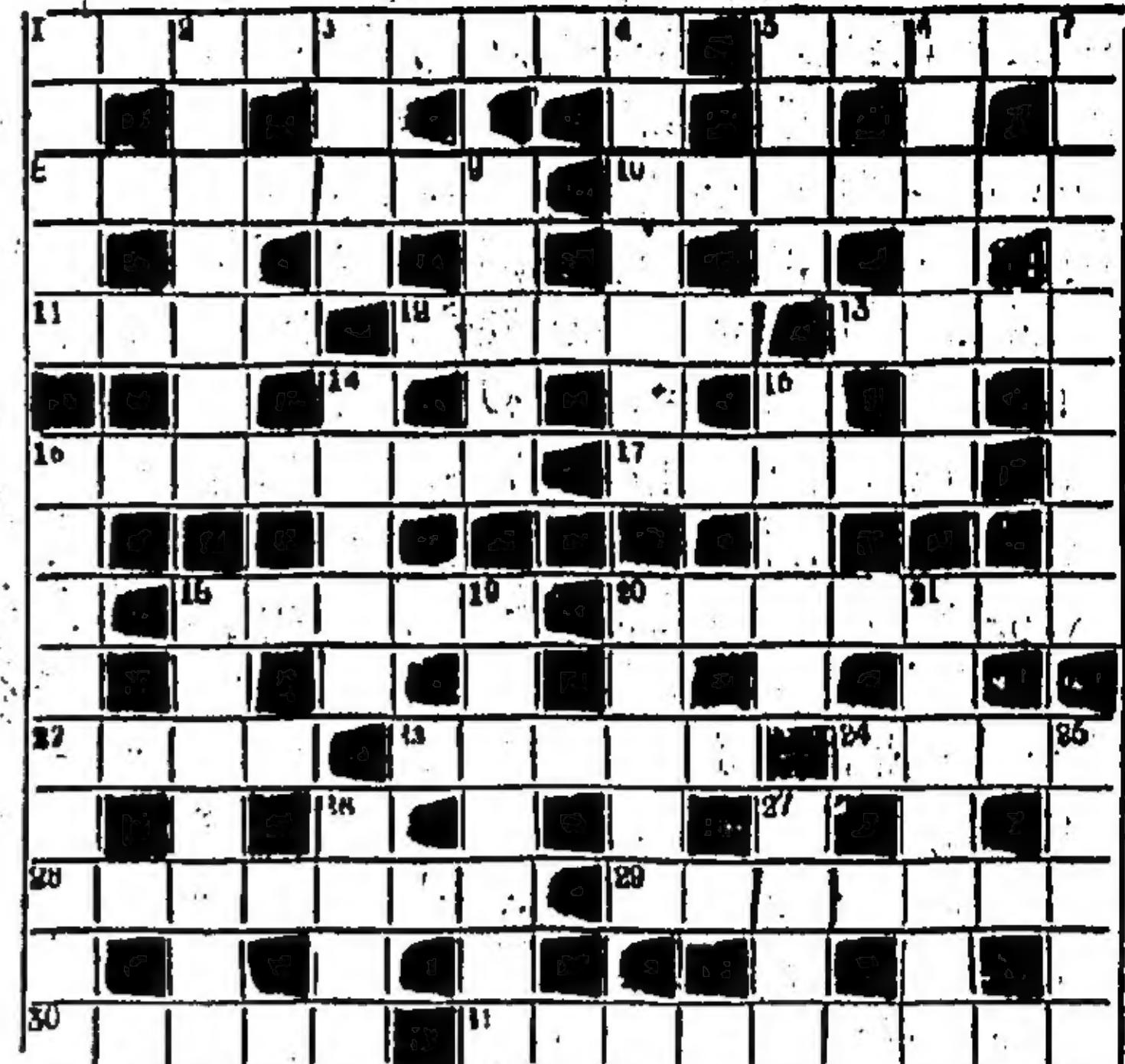
IN THE ROOF GARDEN, HONGKONG HOTEL

on MONDAY, MARCH 21st, 1932,

at 5.45 p.m.

A CORDIAL INVITATION IS EXTENDED TO ALL.

## OUR BRITISH CROSSWORDS



7 This Derbyshire town is reminiscent of the dinners of yesterday.

9 A this is always accepted.

14 Take meal beneath the trees and be before all others.

15 This region is suggestive of a laborious insect.

16 A public declaration, clear and plain but nothing else.

17 Slackened.

19 In such a position that your debts don't worry you.

20 A hearty kind of feature of the landscape that may deceive you.

21 Though a century divides a couple of domestic animals you will find them in the cook's quarters.

25 Because the poem is in manuscript, customs are shown.

26 Draw.

27 Three-quarters of this holding would be described by the sound of 26.

Yesterday's Solution.

1 When the total is next to nominal value the result is superior to all others.

5 The property of an artist that might easily become the property of anyone.

8 Starting on a high note, it is of long continuance and carries a sting in its tail.

10 You are sure of a great reception here.

11 Find the sprite in this personality.

12 Con this on the ten-table.

13 In there.

16 This is soiled.

17 Although annoyed I led in the end.

18 Food that holds all baby likes them, too.

20 Why knock the family about? the lout!

22 What one cannot do to the cup that is overflowing.

23 A baker, I am told, finds this quite useful.

24 It is next to me in this particular, and I'm backward.

28 Noting the position of two planets with the aid of something on the roof.

29 Ran away round the end of a cigar, and was gone in a twinkling.

30 These times are tinged with rosy hues—almost golden, in fact.

31 Ten men set out from the buildings (anag.).

Down

1 Beats skins with violence.

2 Lines drawn about the street make a noise like withered leaves.

3 A girl soundly constructed.

4 Find this in France.

5 Made up cheese.

6 Remuneration.

7 Yesterday's Solution.

1 ALASKA SEQUIN

2 CUSTARD BERMUDA

3 DRAKE'S EGG

4 VERGEHEIPPAW

5 OLYMPIA POLIS

6 NOUGAT E M C L

7 GROCOPPT MIKADO

8 ELEVEN LEEPS

9 RED D SCULPTURE

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Shoes

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A Large Selection of our own productions.

ORDERS TAKEN

EUROPEAN HAND-MADE SHOES.

EXCLUSIVE STYLES

Lowest Prices in the Colony.

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## DEWAR'S

Whatever the standpoint from which you regard Dewar's fine old 'White Label' Whisky, its superiority is evident. There is the refined flavour—there is the maturity due to great age—and there is the high quality upon which the world's expert opinion is unanimous.

## WHITE LABEL

Sole Agents:

## A. S. WATSON &amp; CO., LTD.

Wine Spirit Merchant.  
Est. 1841.

A few selected titles from an interesting consignment of Victor & "H.M.V." Records just unpacked.

B-6039 "Leave the rest to Nature"

Ambrose &amp; His Orchestra.

22859 "I'm a Specialist"

Frank Crumit.

1550 "Cuban Love Song" Lawrence Tibbett.

B-6061 "You can't stop me from loving you"

Ambrose Orch.

1531 "Dancing Virgins of Delphi"

(Debussy) Paderewski.

B-3794 "Any Little Fish"

(Cochran's 1931 Revue) Noel Coward.

Ask us to mail you a complete list.

## S. MOUTRIE &amp; CO., LTD.

Chater Road.

## LAST DAY

25% discount

off All

Children's Woollen  
Goods.

## LANE, CRAWFORD, LTD.

Children's Department.

THE  
NEW  
1932  
FASTESELLING  
CAR—IN—THE  
W-O-O-RLD  
REAL—VALUE—HERE  
STOP—LOOK—COMPARE  
A FREE-WHEELING  
SYNCRO-MESH  
DE-LUXE SPORTS  
PHAETON  
WITH BUMPERS  
TIRE COVERS  
SPARE TIRES & TUBES  
TRUNK RACK & TRUNK  
Price \$3,180.

May be Inspected at Our  
Stubbs' Road Garage.

THE HONGKONG HOTEL  
GARAGE.

The Hongkong & Shanghai Hotels, Ltd.  
Incorporated in Hongkong.  
Stubbs Road Happy Valley

The  
Hongkong Telegraph.

SATURDAY, MARCH 19, 1932.

## THE SILVER PUZZLE.

Silver still continues to be an uncertain factor in the world's money markets, with no-one daring to prophesy its future. From time to time, there have within recent months been suggestions of its possible use alongside gold for currency purposes, the latest suggestion on these lines being one by Sir Robert Horne in favour of the remonetisation of the white metal as the best way of dealing with the problem of the scarcity of gold. In putting forward this plea, Sir Robert contended that America and the British Empire could, by acting together, establish a bimetallic standard so powerful that it would contribute to the solution of many of the world's problems. There does not appear, however, much prospect of action in this direction. For the moment, Britain is off the gold standard, having just decided to prolong the suspension for another year. Eventually, however, it is realised that her currency must be linked to some metallic basis, but if we are to judge from the recent pronouncement of Mr. Neville Chamberlain, the link will be with gold, which, he claims, has served well in the past. Evidently he is not impressed with the merits claimed for bimetallism.

Those who have been hoping that the defects of the gold standard might be partially remedied with the aid of silver must be feeling somewhat disappointed at the outlook, and, in attempting to forecast the future tendencies of the metal, will have to turn to other considerations. The question of production is important. As against a figure of 248 million ounces in 1930, it appears that last year the production was about 192 millions. Supplies were augmented by the product of demonetised silver coin, but to a lesser extent than in 1930. The Continent was not a factor, but the Indian Government continued its sales to the extent of about 35 million ounces. In addition, about 18 million ounces were made available by the demonetisation of Siamese coin. The figures suggest that the falling-off in supplies has been more than counterbalanced by the reduction in consumption. Imports into India last year were about 62 million ounces, while China absorbed about 57 millions, this heavy decline, when compared with the previous year, being due to the trade depression and the continued political unrest.

Glancing through the annual bullion letter issued by Samuel Montagu & Co. for some pointers on the future, we find little to in-

dictate any definite turn one way or the other. Remarking that the world is faced with problems, both political and financial, which are more difficult of solution than those of any previous epoch, these experts say it is obvious that any attempt to forecast future movements in the market must resolve itself into the nature of a guess. The course of foreign exchanges, and the political situations in India and China, may be the most prominent factors to influence silver in the present year. On the other hand, some other factors, at present unforeseen, may arise which will upset all calculations, and in this regard the uncertainty which attends the presence of a large speculative element must not be overlooked. "If by any means the much-desired revival of trade can be brought about, demand for silver is likely to improve, but otherwise there is nothing to encourage the hope of any material increase in outtake." This is the final summing up of a situation of considerable complexity.

## The Campaign Against War.

American statesmen who found, in the assertion of a British "White Paper" that in a future war there would be no neutrals, ground for apprehension that the Paris peace pact was in fact a war pact, and that the League of Nations would operate to drag unwilling and peaceful communities into war, have now composed their minds. A spokesman for the British Government soon afterwards announced that the assertion was made only to apply to members of the League, and it had no bearing upon the position of the United States. And yet whatever may have been the intention of the writer of the British "White Paper," he probably stated the fact. The European war left few nations neutral. And should there be a future one, there would probably be still fewer. It is, of course, the case that to many nations in the late war the abandonment of neutrality did not mean any actual participation in hostilities. This was the case with the South American countries, which declared war upon Germany, and with certain Asiatic nations which, ostensibly at war, did no more than to deny the hospitality of their ports to the warships of the central powers. The whole crux of the matter, however, in the event—which is constantly becoming more improbable—of another war, will hinge upon the effort of any powerful nation, like the United States, to insist upon neutral rights at sea and to oppose such a general blockade as is contemplated by the Covenant of the League of Nations against an aggressor. There is every reason to believe that any attempt to assert and to exercise such neutral rights would inevitably bring the Nation concerned, however powerful, into the character of a belligerent. Discussion, however, of complications such as this which may arise either from the Geneva Covenant or the Paris Pact is unprofitable. It is impossible to tell what might grow out of general war, what action, however inconsistent with their earlier obligations, governments thus menaced might take. It would be as absurd to condemn in advance the basic ideas of the League or the Paris Pact, because the world cannot be certain as to the methods of their operation, as it would be to-day to ridicule the effort to neutralise such a country as Switzerland or Holland because of the events of 1914. No one can tell what even the United States and Great Britain might do if plunged into such an Armageddon as that which overwhelmed the world fifteen years ago. There is no reason to abandon efforts to humanise war, to regulate national activities in the event of war, to prescribe international regulations for the conduct of war. But it had better be done with a perfect knowledge of the fact that at the critical moment all human foresight may prove fallible.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Easter vacation, except on public and general holidays, when the offices will be entirely closed. The Easter vacation begins on the 25th inst. and terminates on the 8th inst. (both days inclusive).

At Tuesday's meeting of the Rotary Club, Mr. C. Champlin will speak on "These Anti-Aircraft Guns."

## DAY BY DAY

THE TENDENCY TO PRESERVE, TO PERSIST IN SPITE OF HINDRANCES, DISCOURSES AND "IMPOSSIBILITIES"; IT IS THIS THAT IN ALL THINGS DISTINGUISHES THE STRONG SOUL FROM THE WEAK.—Carlyle.

New Regulations regarding the storage of fireworks are given in the Gazette.

It is notified that the name of the Kowloon Tong & New Territories Development Company, Limited, has been struck off the Register.

His Excellency, the Governor has appointed Mr. M. M. Watson to be a Member of the Medical Board, vice Mr. G. G. N. Timon, resigned.

Kwun Chung Street is the name given to the road commencing from Austin Road, dividing K.L.L. 360 and running due North, terminating at M. Street between K.L.L. 1600 and 1697.

The French Government has sent a cablegram to the French Consulate-General in Hongkong expressing its condolence with the members of the Trans-Asian Expedition over the death of their leader, M. Haardt.

It is notified that at the expiration of three months the Industrial Development Elroadmill Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The Chief and Petty Officers of H.M.S. Cumberland gave a successful dance last night in the Garrison Lecture Hall, Wellington Barracks, a large number of friends and their ladies spending an enjoyable evening.

Observatory returns show that the average mean temperature during February was 67.1, the highest being 70.3 and the lowest 44.3. There were 70.7 hours of sunshine and 2.68 inches of rain, while the average humidity was 74.

It is notified that during the absence on leave of Sénior Waldemar De Araujo, Vice-Consul for Brazil in Hongkong, Mr. Faustino Antonio Xavier will act as Honorary Vice-Consul in charge of the Brazilian Consulate.

The Gazette contains a despatch from the Secretary of State outlining the decision to assimilate the system of recruitment for the Cadet Services of Malaya and Hongkong to that in force for the Colonial Services generally.

A small Chinese boy who was jumping on and off trams at West Point yesterday was knocked down by a passing motor car and received injuries to his back, causing his removal to the Government Civil Hospital for treatment.

Mr. E. P. Anslow, of the Government Civil Hospital, before Mr. Schofield at the Central Police Court this morning, prosecuted a Chinese for stealing a mat from his car which was parked in Hospital Road yesterday. Detective Sergeant Johnson stated that it was usual for car owners working at the Government Civil Hospital to leave their vehicles parked in Hospital Road. Yesterday Mr. Anslow was walking along Hospital Road when he saw the defendant taking the mat out of his car. He gave chase and the defendant was arrested by a coolie of the Ellis Kadoorie School. In sentencing the defendant who had a previous conviction to six weeks' hard labour his Worship said that he would like to express appreciation to the coolie for his action in bringing a thief to justice. He had done well.

CVN.

Women are said to be slavishly following each other's hair fashions. A case of the blonde leading the blonde.

CVN.

Fashion seems to be trying to get a bustle on.

CVN.

"That's what runs away with my money," said the lady said when she identified the bag-snatcher.

CVN.

An eleven-year-old boy in Vienna is said to have mastered Einstein's theory. Now let's hope he'll explain it to Einstein.

CVN.

Song of the Week:—"Ol' Man Shiver!"

CVN.

This week's Rotary speaker didn't tell us that Russian farmers pay their taxes in wheat. No doubt this goes against the grain!

CVN.

We are requested to state that the flowers sent by Mr. M. J. Quist, Netherland, Consul-General, in connection with the funeral of Monsieur E. N. A. Koeklin, late Consul-General for France in Shanghai, were dedicated to the deceased on behalf of the Consular Body in Hongkong, of which Mr. Quist, in the absence of Mr. Cerveira de Albuquerque, Consul-General for Portugal, is the doyen.

CVN.

Mr. M. A. Xavier, manager of the Lane, Crawford's Garage of 10, Cross Lane, has reported to the police the theft of four batteries and a radiator heater to the total value of \$215. It is suspected that the articles were stolen by ex-employees some time on the 11th or 12th last.

His Excellency the Governor has appointed Mr. T. M. Haslering, M.C., to act as Crown Solicitor during the absence on leave of Mr. H. K. Holmes, C.B.E.

## Bulls and Inners

□ From the Office Butts. □

A contemporary under the heading "Looking Back 50 Years" says a headline. But they managed to find time to get off a few speeches.

□

This revolt in Manchuria will presumably give the officials in the newly-named capital that Slingking feeling!

□

What is one man's food is another man's poison, and there is no doubt the Chinese cannot bear the Japanese Diet.

□

It is not definitely known whether the Malayan gentleman who drew a horse in the Irish Sweep is keeping Quite Calm.

□

The Sydney authorities have turned down an offer by nudists to parado on the opening of the harbour bridge. Perhaps they would have accepted if it had been a tunnel instead.

□

Possibly if members of the local Flying Club who indulge in flights of fancy obtain their own plane, that will more quickly bring them to earth.

□

She was only an author's daughter, but she looked pretty good in print.

□

A really good Yorkshire pudding is said to be a work of art. Triumph of mind over matter!

□

E—at  
M—ore  
P—roduc  
I—mperial  
R—abed;  
E—ncouraging

F—urther  
O—rder  
O—ur  
D—ependencies

The Earl of Lytton refers to journalists as the "War-Lords of the Press." After all, they do know something about columns, rules and the thin red line!

He was only a bullion broker, but O! how he held up the bars!

The object of a resolution adopted by the Legislative Council is, we are told, to assess duty by alcohol content. Taxing us up to the neck!

In the News:—The Far East and the near Easter.

It is said that the latest luxury flats in London are being found difficult to let. Last, but not least.

There is a great deal to be said for the decimal system of coinage," we read. It certainly has its points.

"That's what runs away with my money," said the lady said when she identified the bag-snatcher.

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"That's from the soup recipe I heard on the radio."

"Then we'd better get a new set of tubes."

*The*  
NEW  
SUPER-MODERN  
SPARTONS

Authorized Dealers:  
IDEAL RADIO SERVICE Tel. 27800.  
Distributors: HONGKONG HOTEL GARAGE Tel. 23124.

# Hongkong Telegraph.

## PICTORIAL SUPPLEMENT

SATURDAY, March 19th, 1932.

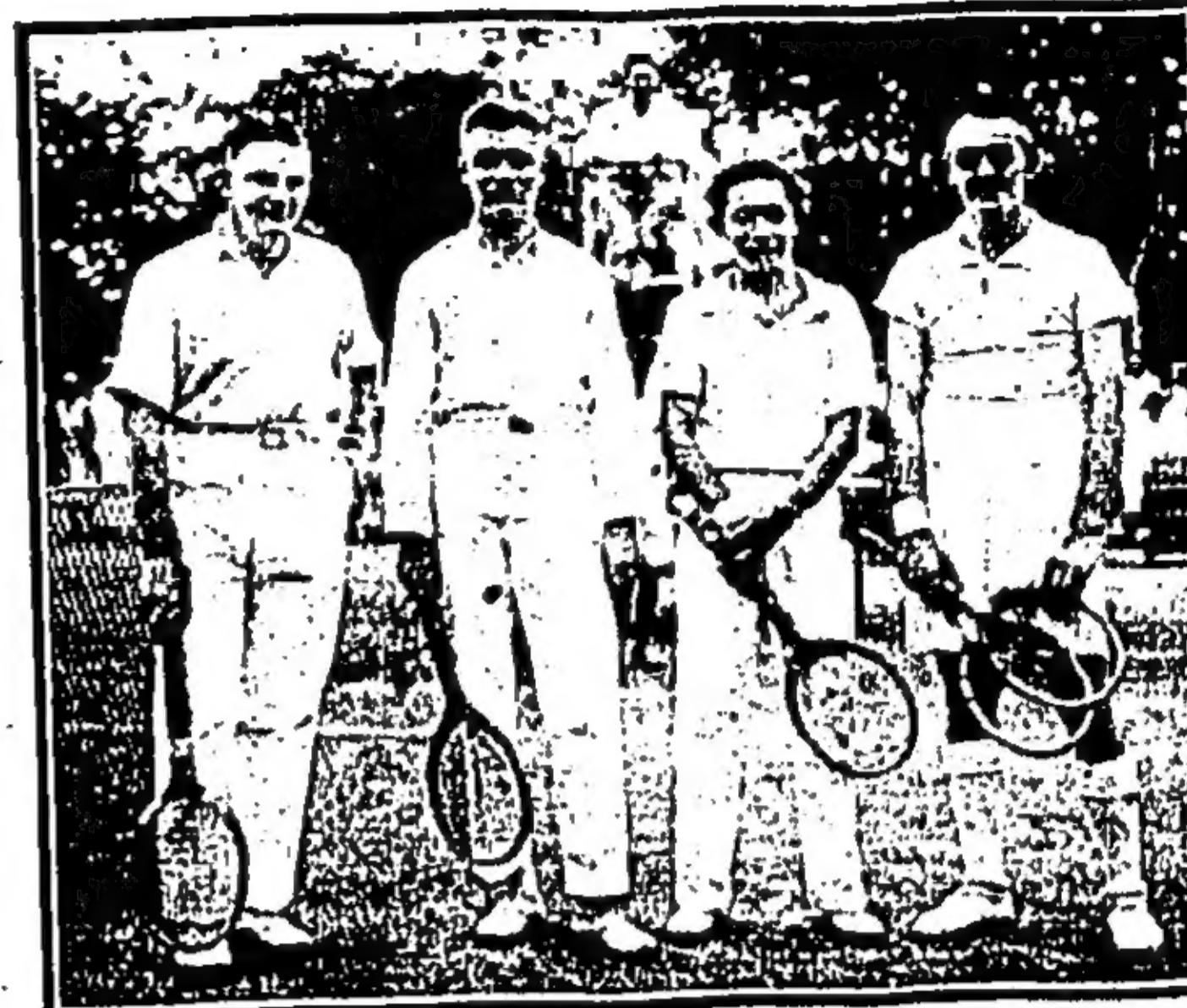
### CERTIFIED CIRCULATION

Means a Wider Sphere  
of Selling Influence.

IT PAYS TO  
ADVERTISE IN  
THE HONGKONG TELEGRAPH.



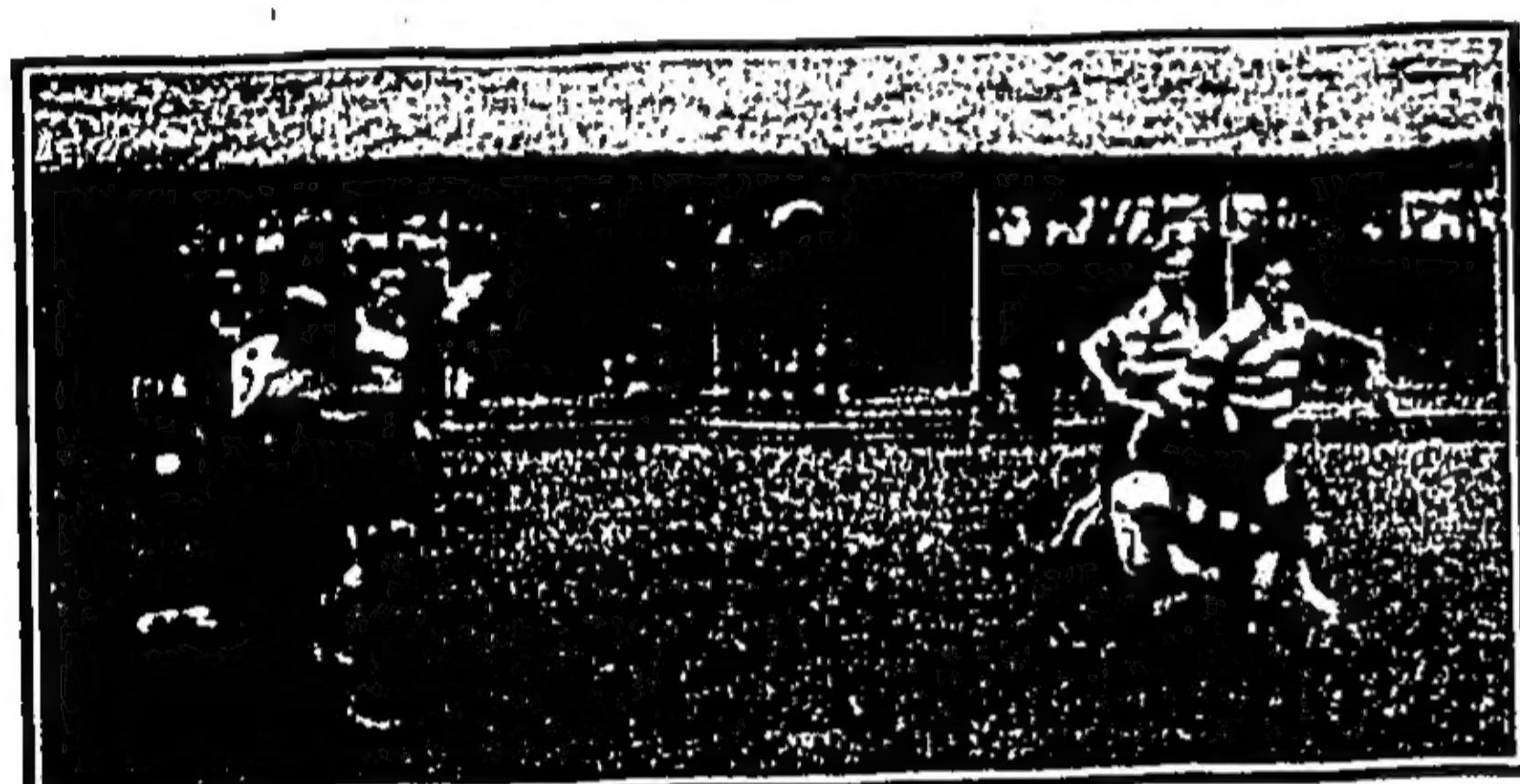
Photo shows the football team of H. M. S. Orpheus. It was taken aboard H. M. S. Medway, the submarine parent ship. (Photo: Ming Yuen Studio).



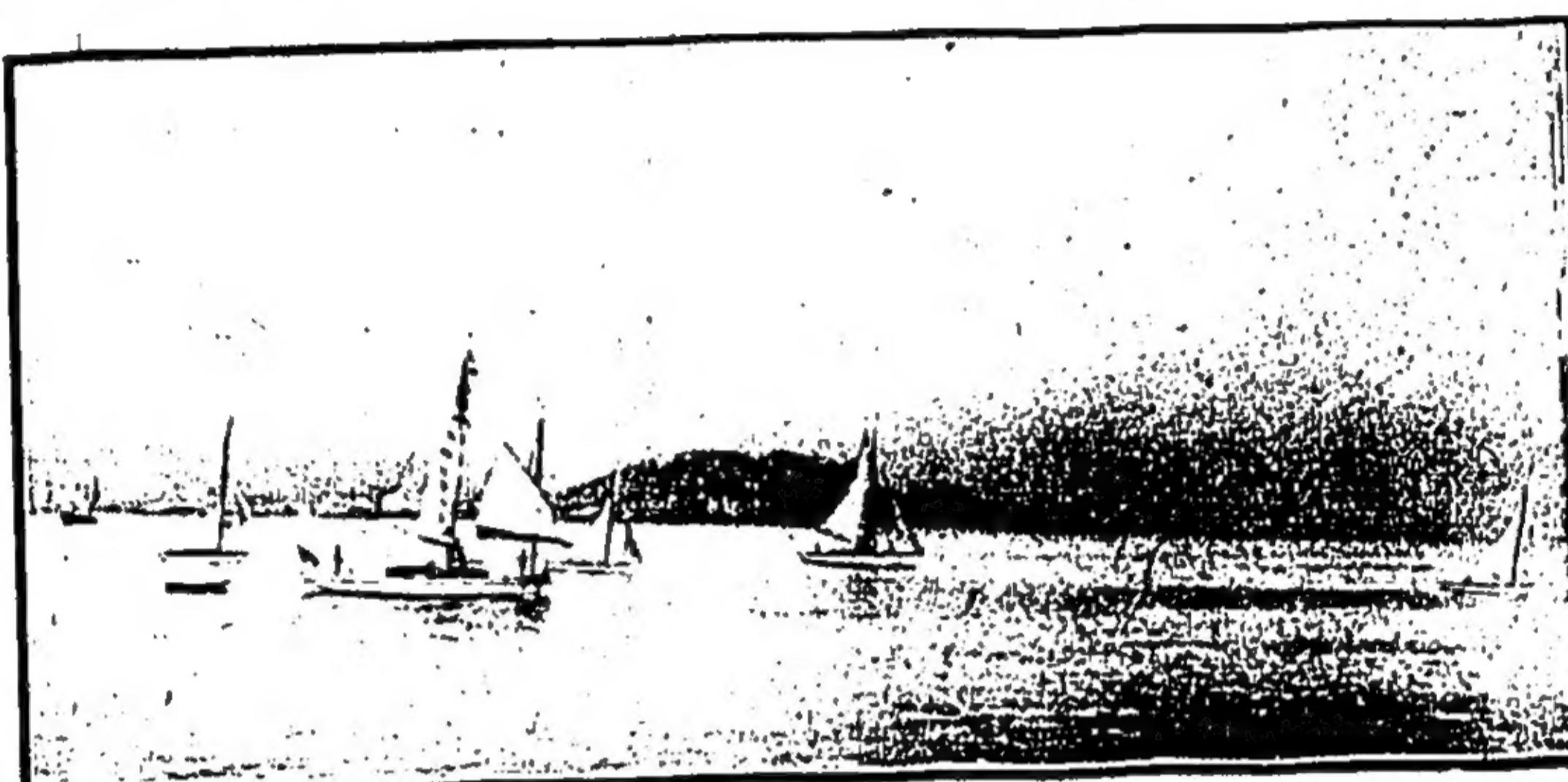
Exhibition tennis in Sumatra. Left to right:—Van Deldon and Timmer (doubles champions of East Coast, Delli and Sumatra); with Chua Choon-leong, of Singapore, and Denis Hassell, Director of Wm. Sykes, Ltd. The latter couple defeated the other pair in straight sets, and have won all their matches in the present tour.



Bridal group taken after the wedding, last week, of Mr. N. Concoff and Miss Vera Gonsburger. (Photo: Ming Yuen Studio).



A snapshot taken at Happy Valley on Saturday last during the seven-a-side Rugby tournament matches. (Photo: Mee Cheung).



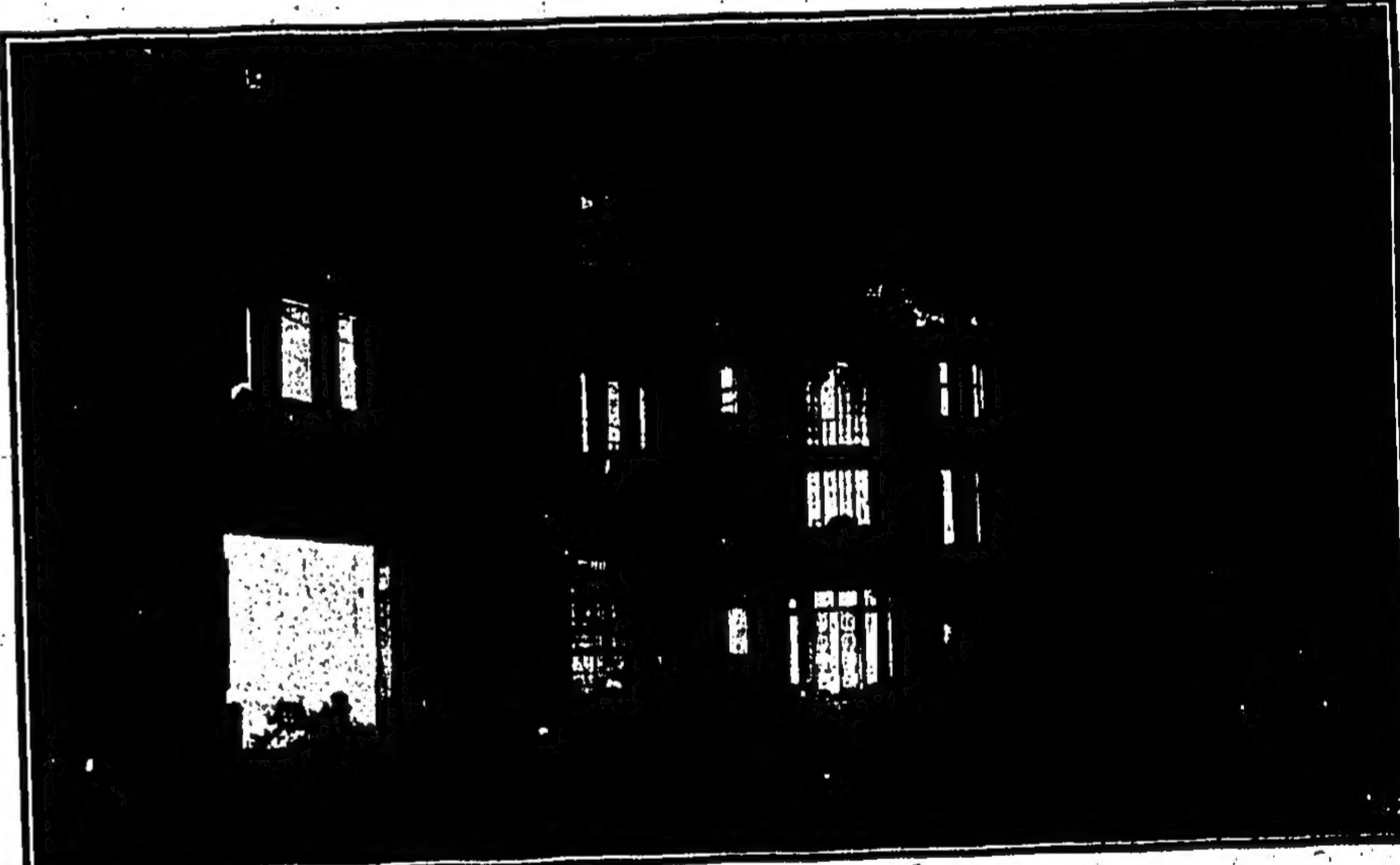
Picture shows yachts of the Royal Hongkong Yacht Club turning out as a farewell to Mr. E. W. Carpenter, former Commodore, on his leaving the Colony on retirement. (Photo: Ming Yuen Studio).



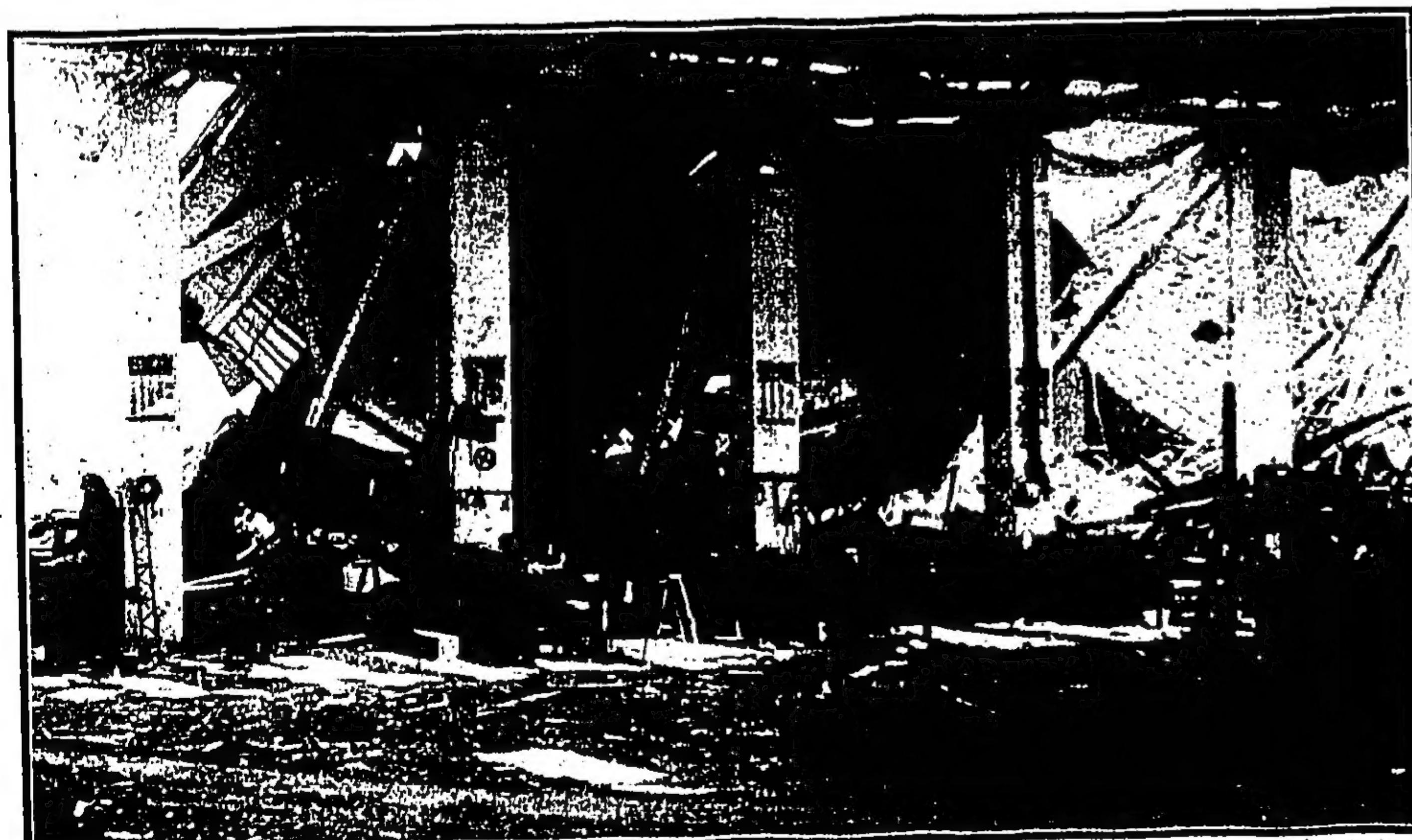
Chinese soldiers in the war area near Shanghai reading the latest war news, prior to the cessation of hostilities.



Rev. Brother James, O.B.E., who presided at the annual prize-giving of St. Joseph's College. He has spent 45 years in educational work in the Far East.



This picture shows a blazing building in Chespel on the night of the Chinese retreat from that area.



A close-up picture of the wreckage caused to Hunjao Aerodrome after the Japanese bombing. A plane is seen pinned beneath the ruins.



Here is an excellent picture showing Japanese bluejackets making an advance along the Shanghai-Muking Railway.

K SHOE WEEK

# K Plus Fitting SHOES

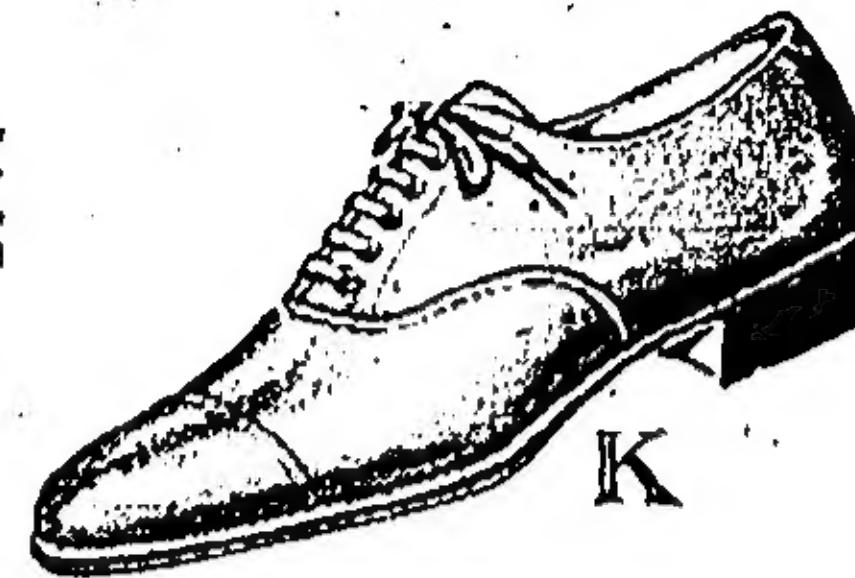
K Plus Fitting Shoes were devised to add comfort to smartness. Made with foreparts one fitting wider than the heel-parts (see diagram), K Plus Fitting Shoes enable your toes to move in freedom while your heel is neatly, closely fitted. Shapely to begin with, K Shoes keep their shape because they fit so truly. And while you enjoy the comfort of the perfect fit ensured by K Plus Fittings, you will also enjoy the comfortable thought that your shoes are British-made.

## Ks FOR SUMMER.

Special quality Black and Tan Willow Calf Shoes, soft and cool, leather lined, back quarters, light reliable sole. Three easy fitting shapes, sound workmanship and neat finish.

Priced from \$23.50

Less 10% Cash Discount.



MACKINTOSH'S LTD

K SHOE AGENCY



## Morning

Time to get up—are you glad or sorry? Do you face the coming day feeling gloriously alive after a night's sound sleep, or are you tired and heavy-eyed after hours of restless wakefulness? To enjoy sound sleep to-night and every night, drink a cup of delicious "Ovaltine" before you retire. There is nothing to equal this wonderful food beverage for inducing that natural sleep from which you will awake refreshed and invigorated in brain, nerve and body.

Consider the ingredients from which this complete and perfectly balanced food is made. "Ovaltine" contains malt extract—not powdered malt, which does not yield the same food value or exert an equal digestive power. Pure fresh milk from the finest pastures in England is used. Dried milk is not good enough for "Ovaltine."

"Ovaltine" contains eggs from our own and selected farms—not dried eggs. Eggs supply organic phosphorus, an essential element for building up brain and nerves.

At the reduced prices "Ovaltine" stands supreme as the beverage which, at the lowest cost, most abundantly supplies the essential food elements which soothe the nerves, ensure sound sleep and rebuild brain, nerve and body.

**OVALTINE'**  
TONIC FOOD BEVERAGE  
Ensures Sound, Natural Sleep

S.A.P.H. 25

## WHITEAWAYS.

NEW STOCKS OF MEN'S TIES.

Just Received  
for

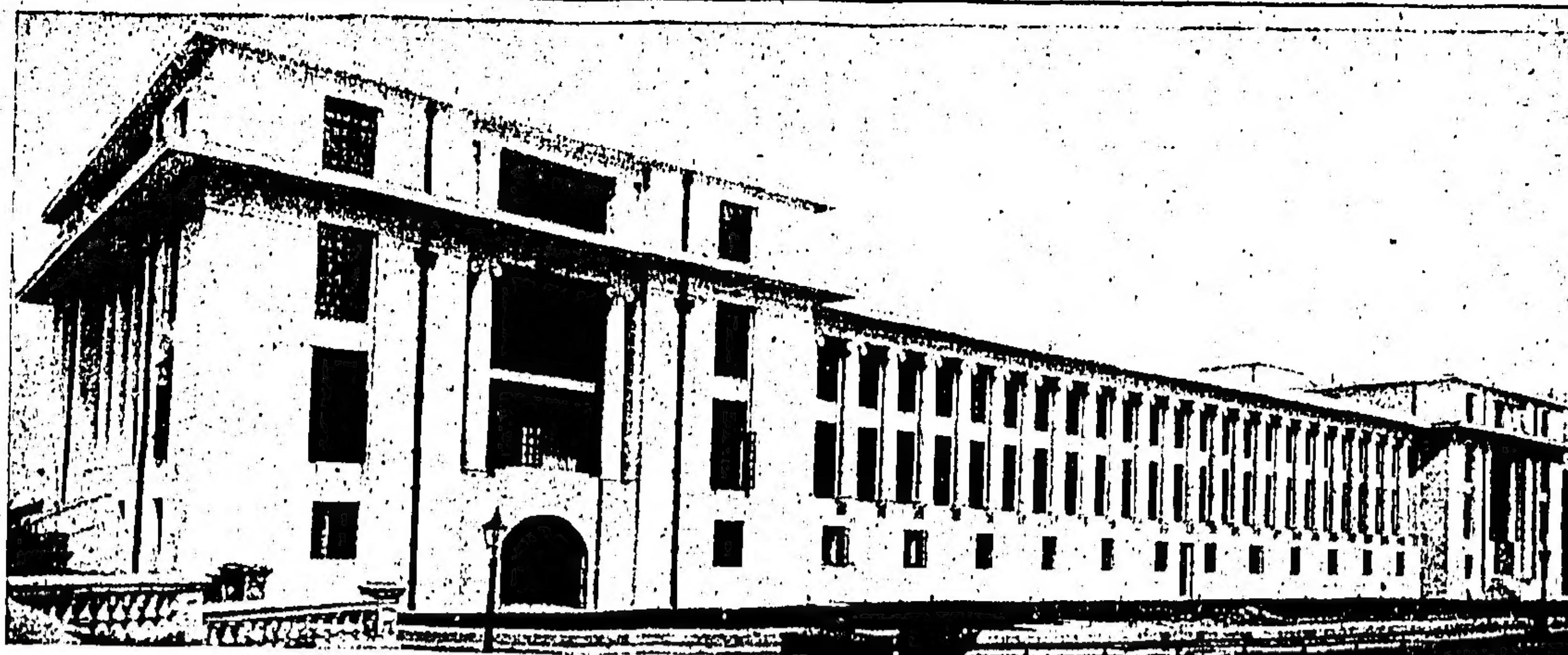
### EASTER GIFTS.

A choice selection of men's full end ties in the newest designs and shades in the latest weaves.

\$2.75 to \$4.50  
CALL & INSPECT.



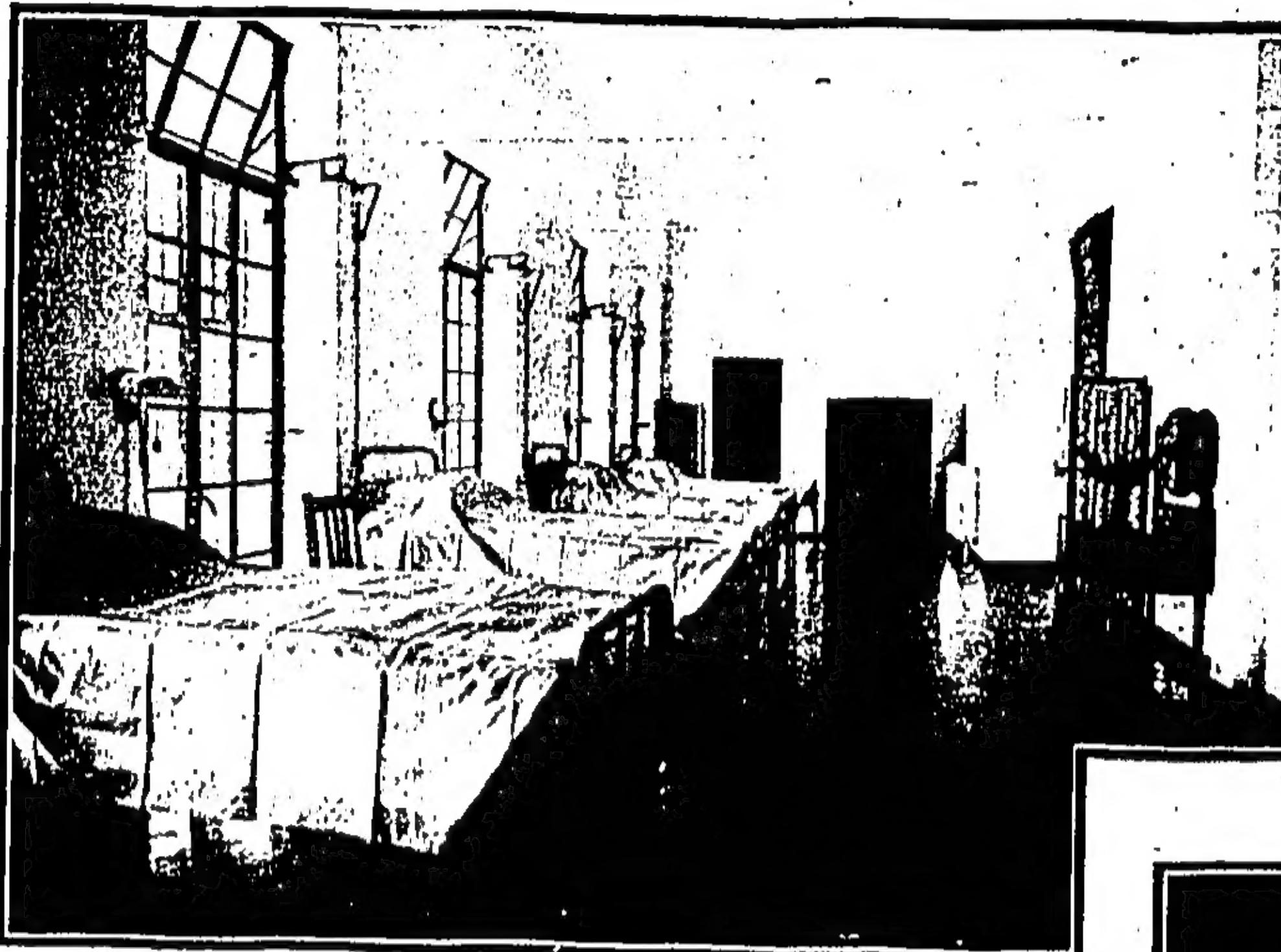
Men's Outfitting Dept.  
WHITEAWAY, LAIDLAW & CO., LTD.



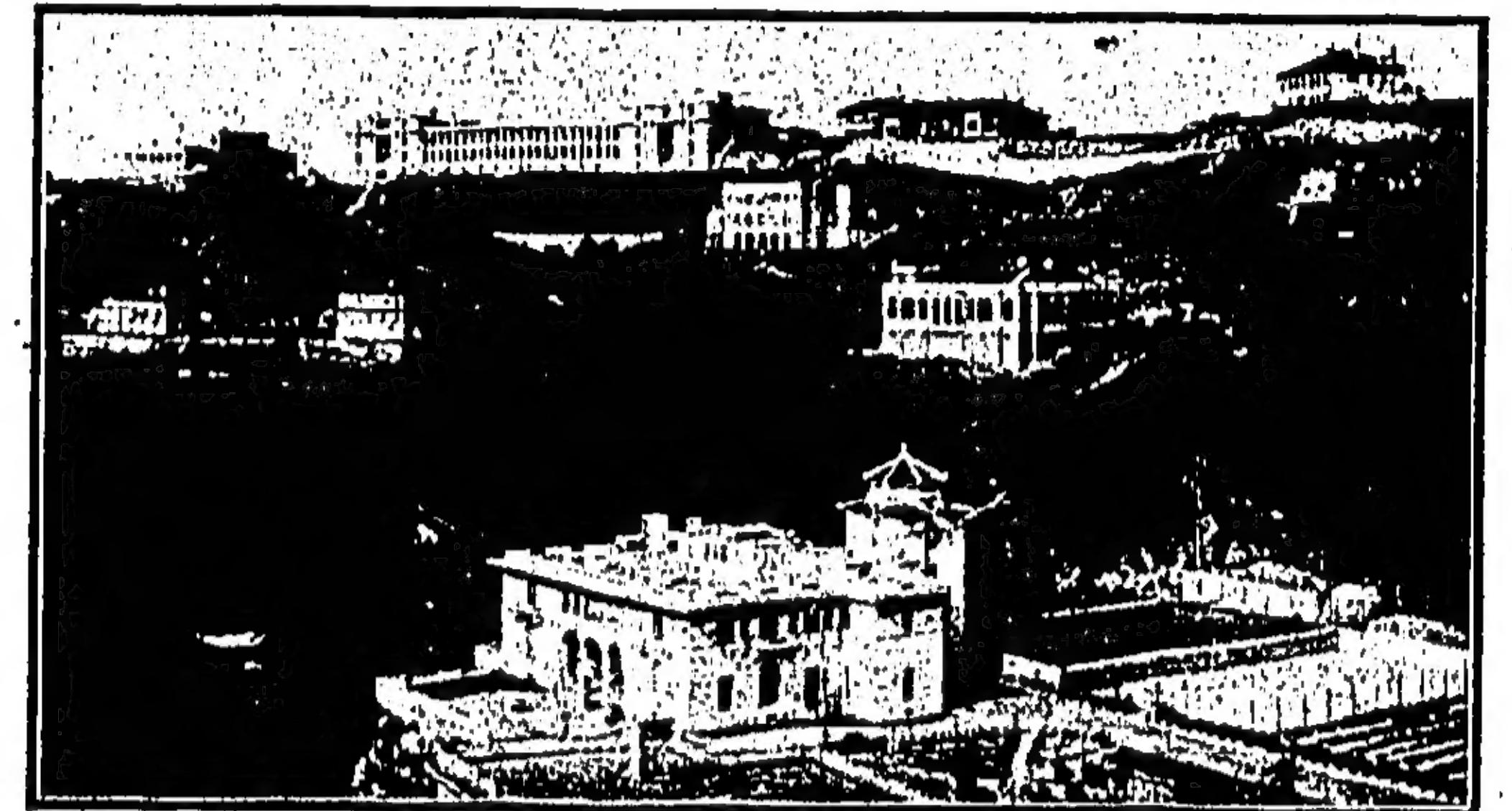
The new War Memorial Hospital on The Peak. The institution, which is replete with the latest equipment, took two years to build and occupies an area of approximately 32,000 square feet. The basement is faced with Hongkong granite and the surface treated in white marble plaster. (Photo: Mee Cheung).



The Earl of Lytton, head of the League of Nations Manchuria Commission, now in Shanghai.



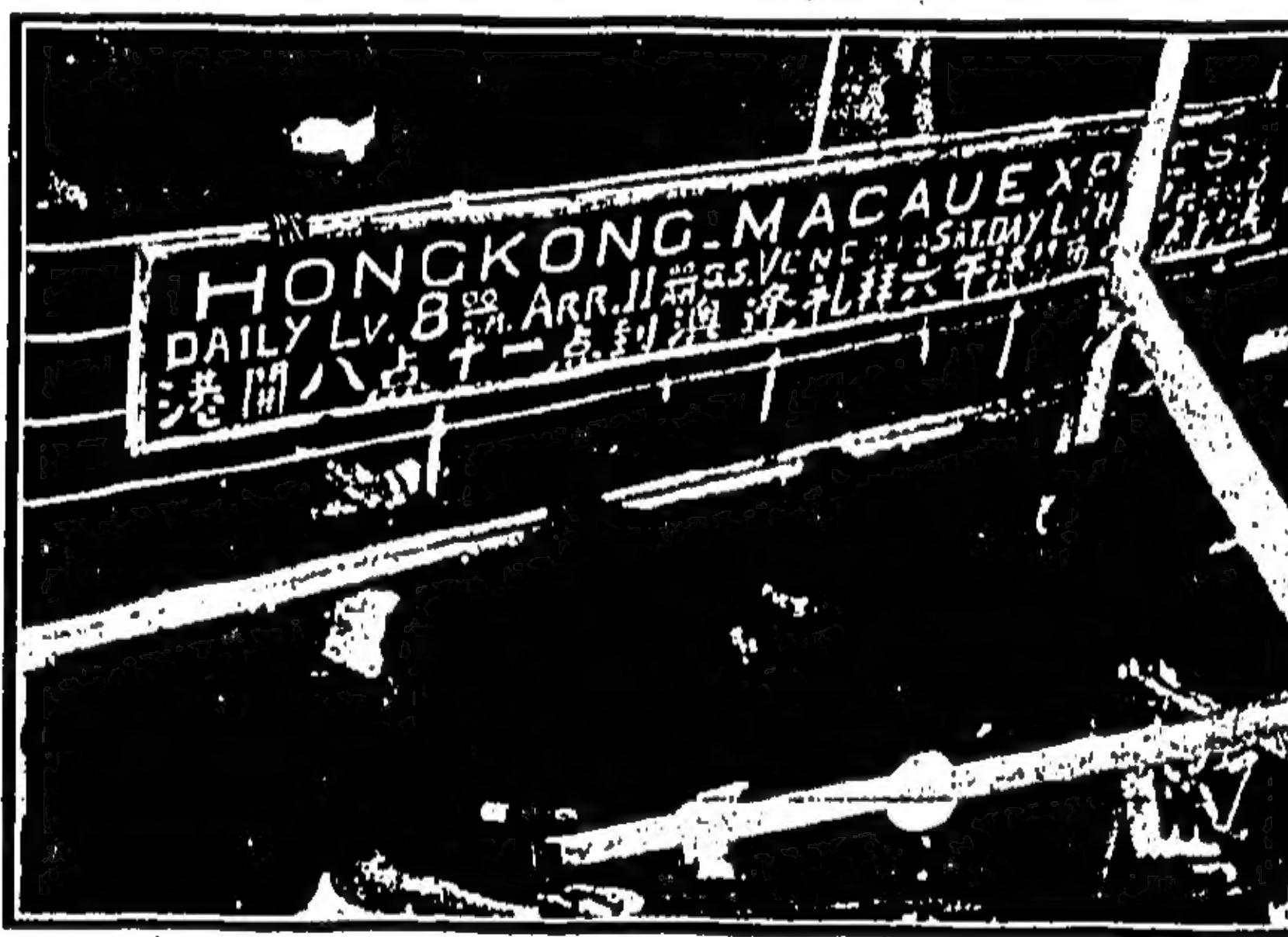
Here is seen one of the free wards in the newly-opened War Memorial Hospital. (Photo: A. Fong).



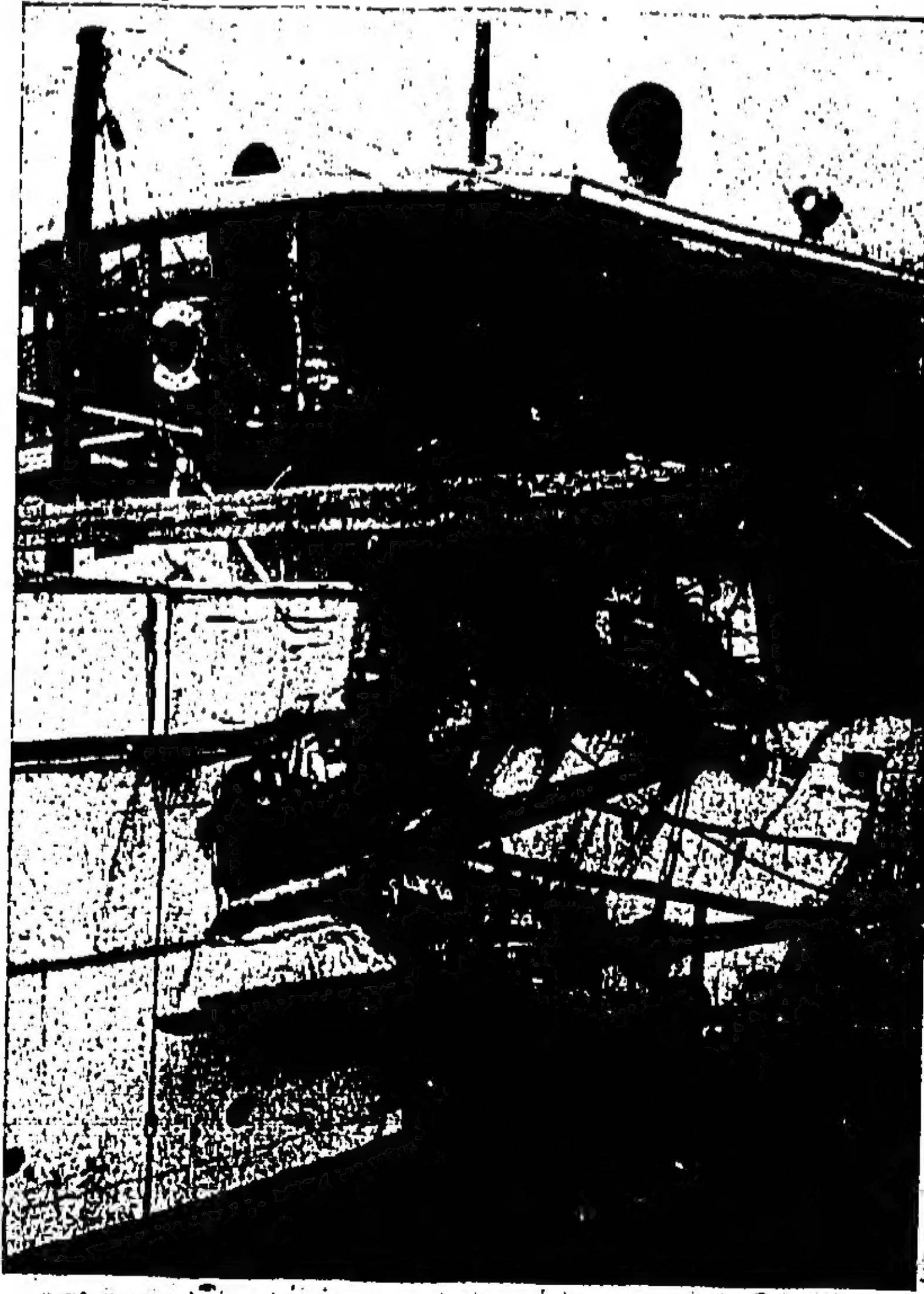
The new War Memorial Hospital is now a striking feature of the Mount Kellett district on The Peak. It is seen at top of above picture. (Photo: A. Fong).



This picture shows the entrance hall of the new War Memorial Hospital, opened by H. E. the Governor and Lady Peel on Wednesday afternoon. (Photo: A. Fong).



Passengers from the s.s. *Venezia* are here seen being transferred to the s.s. *Sui Tai* after the collision between the two steamers on Saturday last.



Picture shows the gash in the side of the *Venezia*, caused by her collision with the *Sui Tai*. The cabin spaces on the lower deck were stove in, the ship being cut halfway across.

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# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY 19th MARCH, 1932.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION

## CURRENT COMMENT

### Dangerous Gloom.

The Government's desire to economise wherever possible, must meet with the approval of all taxpayers, providing the application of the axe does not cause public inconvenience or, possibly, danger. During the recent foggy weather, many motorists have expressed the opinion that it is most unwise to extinguish the road lights on the Stubbs Road, and from personal experience, the writer of these notes entirely agrees with that view. Although on a clear night, headlamps render road-lighting unnecessary, in a heavy fog, drivers of motor cars find the absence of road lighting a great source of anxiety. The standard lamps do not act as a guide in fog, especially when it is remembered that headlamps are invariably dimmed under such conditions, and the experience of "feeling" one's way without sufficient guide, is decidedly unpleasant. We know of two instances where owners of drivers have mistaken the road during foggy conditions, in one case a car being driven up the Craiglin Road, and finally crashing over the side. Another instance occurred in the vicinity of the Peak School last weekend. Happily, neither of these mishaps caused serious injury to any of the occupants of the vehicles concerned, but it has to be borne in mind that at certain points of the route, appalling accidents might be recorded if a driver missed the road and shot over the side! It is because of the hazardous nature of the road ascending the Peak that every means should be adopted to ensure safety, and the decision to economise in lighting, has, unfortunately, the opposite effect. It would be interesting to know the amount saved by introducing shorter lighting hours, and it is to be imagined that the sum would not appear very impressive. As a gesture of the Government's policy it may serve as a slight reminder that money is not wasted, but that will prove of poor consolation to the motorist who has the misfortune to come to grief during the foggy season. As a matter of fact, the word economy is misplaced under the circumstances, for there can be no justification for saving a few dollars to the danger of the public, and that is what it amounts to.

### Pavement Needed.

Without a doubt, one of the most dangerous spots for pedestrians in the city is the stretch of Garden Road from the Cathedral Compound entrance to the lower Peak Tram station. When as is often the case, traffic is up and down the road is heavy, it is literally taking one's life in one's hand to attempt to cross over. Moreover, people walking either up or down from the Volunteer Headquarters corner to the Cathedral compound are always in danger of being run into by downcoming cars. All this points the need of a pavement being constructed on the southern side of Garden Road. The distance to be covered is not great, so the cost should be very little. There is plenty of room, since the road near from the Cathedral compound to the Volunteer Headquarters corner is quite a good width. May we suggest that this little piece of essential work be put in hand at an early date?

### Diesel Ferries.

Further evidence that Hongkong is not lagging behind the rest of the world in the modernisation of transportation facilities, has been revealed during the week by the news that the vehicular ferries are to be powered by Diesel engines. The well-known "Gardner" engines have been chosen, of which three of some 400 h.p. are on order. These will be the biggest Diesel units in operation locally. The

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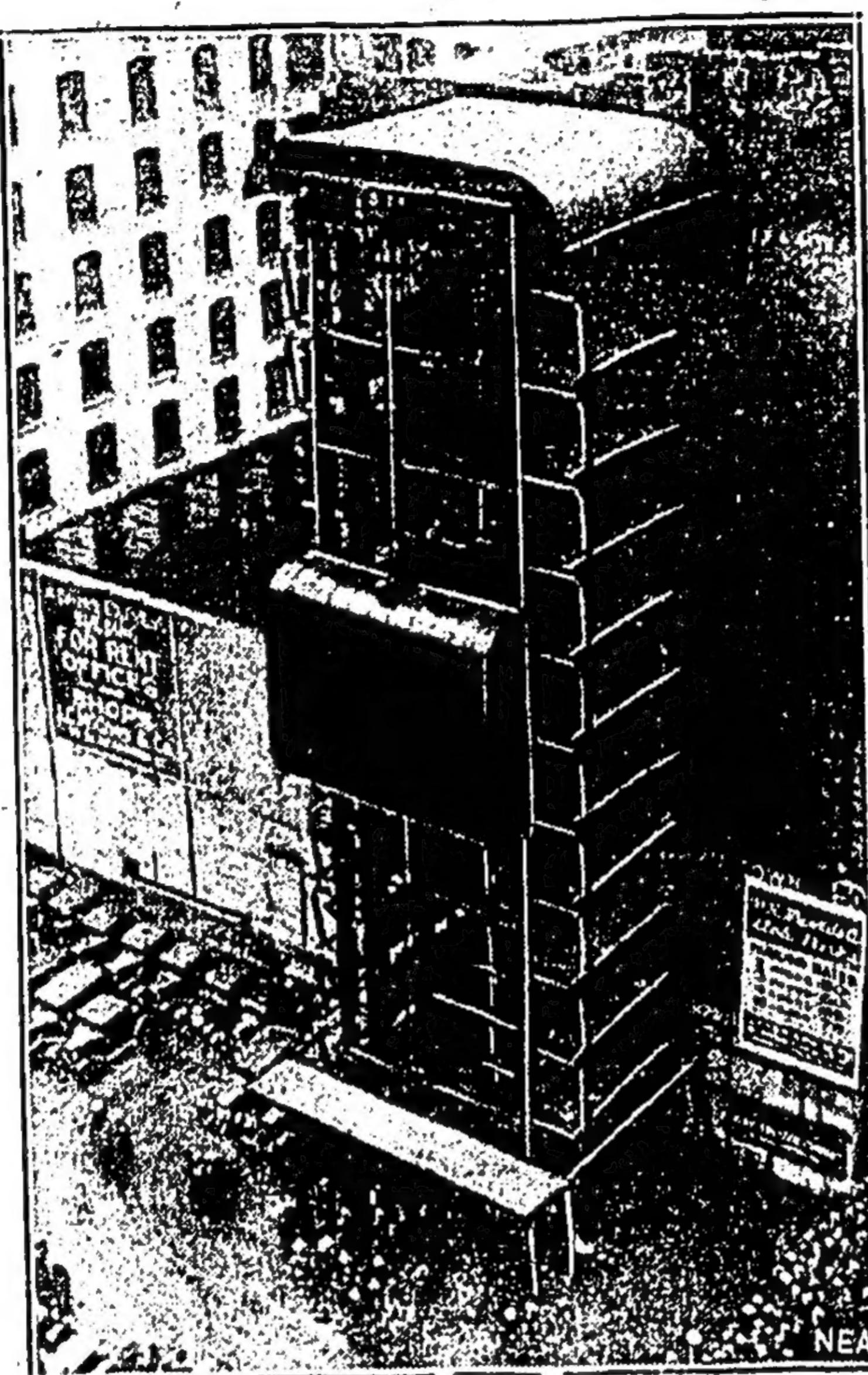
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Forty-eight automobiles can be parked in a space no larger than that taken by an ordinary two-car garage by means of this novel parking machine installed on downtown Chicago.

The machine is an endless chain of platforms, and the platform on which the desired car is parked is brought to the ground for unloading. The structure stands 105 feet high, weighs 60 tons and occupies a ground space of 16 by 24 feet.

### PRIZE BUSES.

Thornycroft Honours  
at Olympia.

Amongst the half dozen or so Thornycroft omnibuses exhibited at the last Olympia Show, there were two which caught the judge's eye, and gained awards offered by the Institute of British Carriage

and Automobile Manufacturers.

The silver Cup in the section for single-deck omnibuses, went to a 32-seated Thornycroft omnibus with body work by Messrs. J. C. Biddle, Ltd., of Dartford, and the Bronze Medal in the section for double-deck omnibuses was awarded to a 51-seated low bridge type Thornycroft bus with body work by Messrs. Strachans, Ltd.

Both these vehicles were on the types of Thornycroft omnibus chassis, introduced for the first time at the Olympia Show, which one transport authority eulogised as "an important contribution to the progress of passenger chassis design."

*Your Motor Cycle*



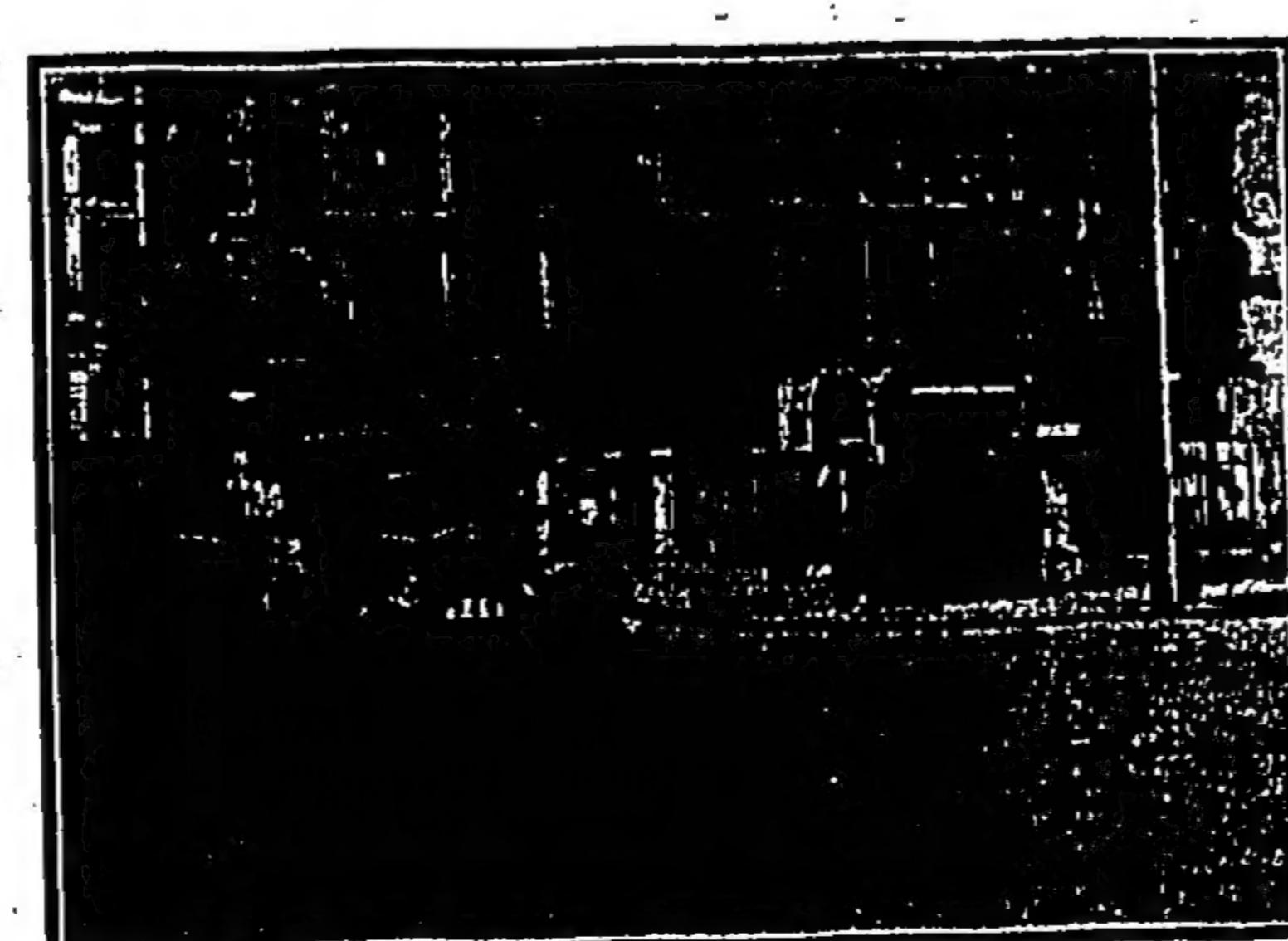
FOUR  
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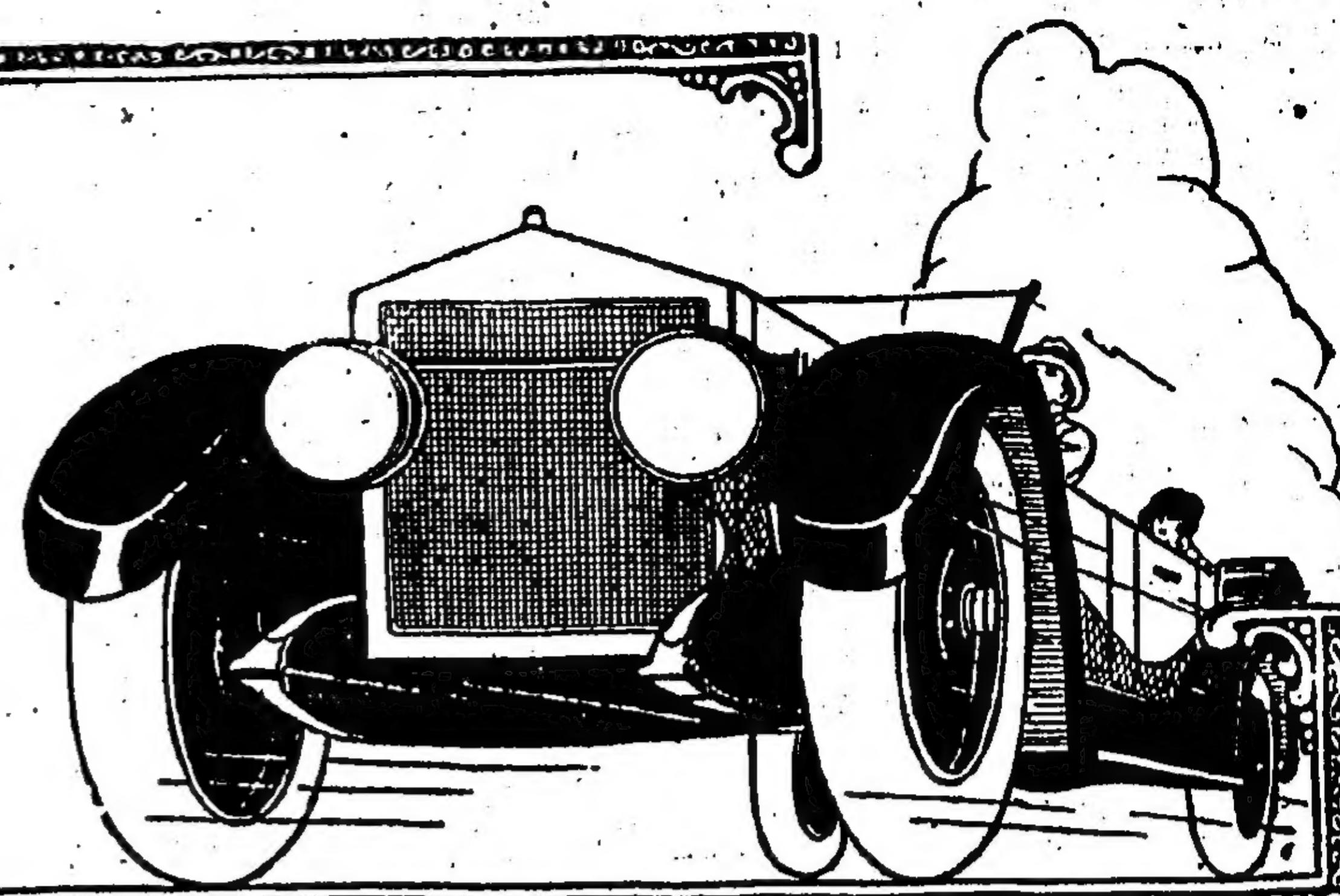
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## THIS WEEK'S LUCKY MOTORIST.



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### BABY GIANTS.

Small Cars Built With  
Super-Strength.

### 7 TO 70 H.P.

In these days when attempts at record breaking in the air, on the land, and on water are so common, it is strange that there are still to be found so many people who cannot decide as to their utility or utility.

Progress has always been preceded by pioneer work that has not often been appreciated at the time.

The fast, comfortable motor-car of to-day has been brought to its present state of efficiency and safety largely as a result of experimental work carried out with a certain amount of risk and danger on road and race tracks.

Good engines, good brakes, comfortable suspension systems have been developed largely as a result of the lessons learned under the gruelling conditions imposed by high-speed driving.

It spite of the great advance that has been made, however, there is still a huge field for development. The science of streamlining motor-cars to reduce wind resistance, thus saving power and increasing speed, and the lessons learned during high-speed attempts are already being applied to the ordinary motor-car with great benefit.

This simple and economical method of saving power and increasing speed is of great importance where a motor-car is driven by an engine of comparatively small horse-power. Great Britain leads the field where the small car is concerned, and there is every indication that the industry means to hold and increase its already strong lead.

High-speed attempts with the small motor-car have stimulated an enormous advance in the efficiency and safety of the "baby" car with an engine of only seven or eight horse-power.

### Little Giants.

In the earlier days of the motor-car most people sought to achieve speed by using the largest and most powerful engine possible. But with the arrival of the super-charger, a device developed almost entirely for racing purposes, ideas changed.

Smaller engines of great efficiency were fitted to stream-lined, strongly sprung cars, and by using the supercharger to force greater quantities of fuel into the cylinders, very big speeds were obtained with engines rated at far less horse-power.

Now we have reached the point where a baby motor-car can travel with reasonable safety at more than 100 miles an hour. Truly an amazing speed!

Many people will ask immediately what is the point of producing a baby motor-car that can travel at a speed never needed by the ordinary motorist. There is a very good reason.

### 7 to 70 Horse-Power.

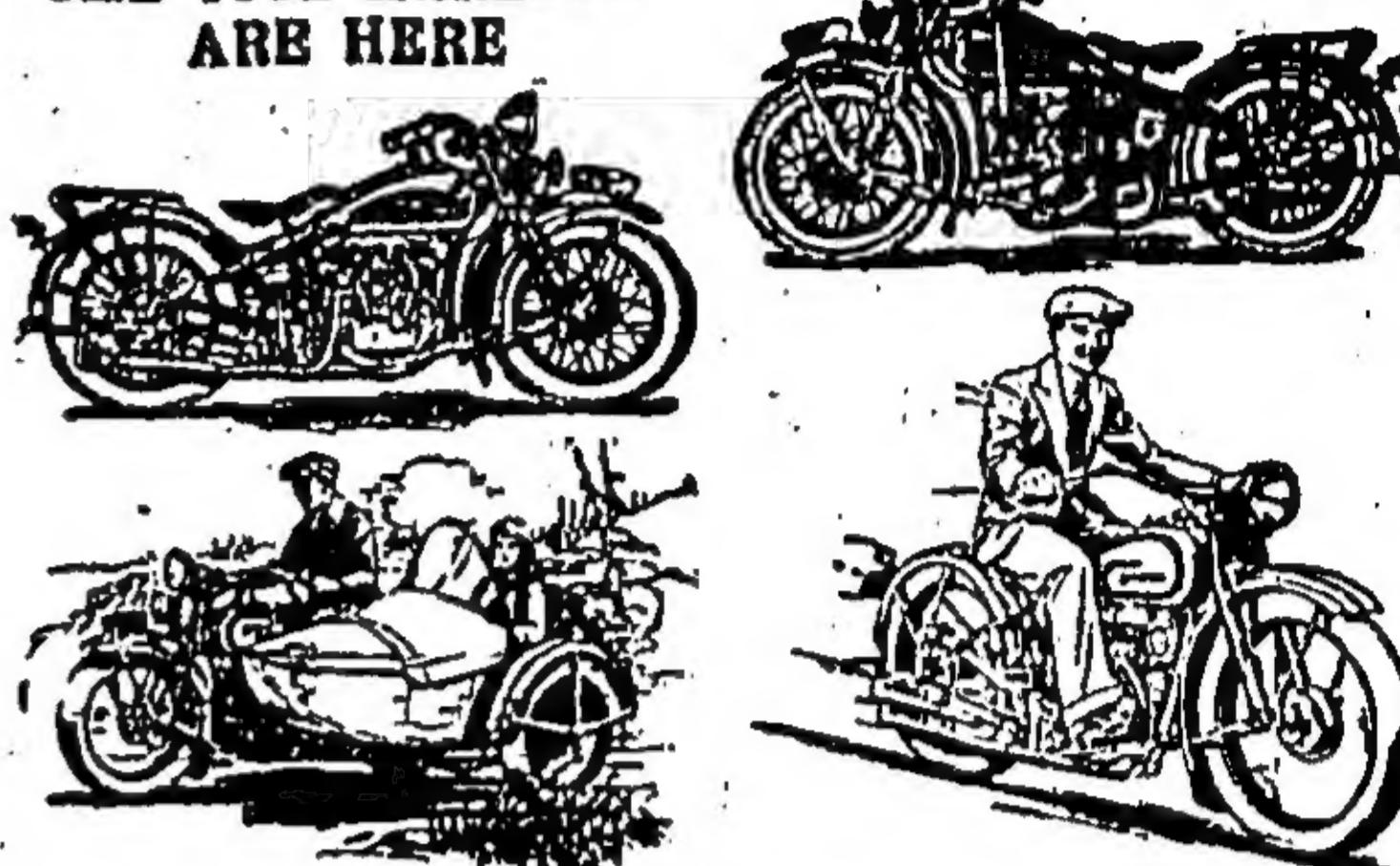
The latest high-speed record set up by Mr. George Eyston at Pendine Sands, Caermarthenshire, was obtained with an engine rated at 7-h.p. But with a super-charger that little engine—the size of a portable typewriter—is capable of giving more than 70-h.p. when the maximum revolutions are reached.

Perfect streamlining reduced wind resistance to a minimum and assisted the car to remain steady when travelling at high speeds, while scientifically designed suspension and shock-absorbing systems enabled the car to hold the track and eliminated bumps that would have been highly dangerous at such a speed.

These discoveries and developments may very well have a revolutionary effect on the future of the motor-car. If it is possible to multiply the normal power of an engine by ten, it will obviously not be necessary to build such large and expensive engines in future. This would mean a saving in tax, oil, and petrol for the private owner.

We have already seen one type of stream-lined private motor-car built like an airship, beautifully sprung and with an engine in the rear. With the improvement of the stream-line body for private use, we may shortly see an en-

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and the world's air speed record for Britain.

The makers of the wonderful engines fitted to the seaplanes prepared for the trophy were given about eight months to produce an engine that would stand up to the gruelling conditions imposed when flying at a speed approaching 400 miles an hour. The engine had to be sufficiently trustworthy to run at full throttle for an hour.

Critics may declare that progress can be achieved without so-called dangerous high-speed experiments, but how much longer it would take!

Rapid Development. As a clear-cut illustration of the impetus given to industry by competition for world's records let me quote the instance of the seaplane that won the Schneider Trophy

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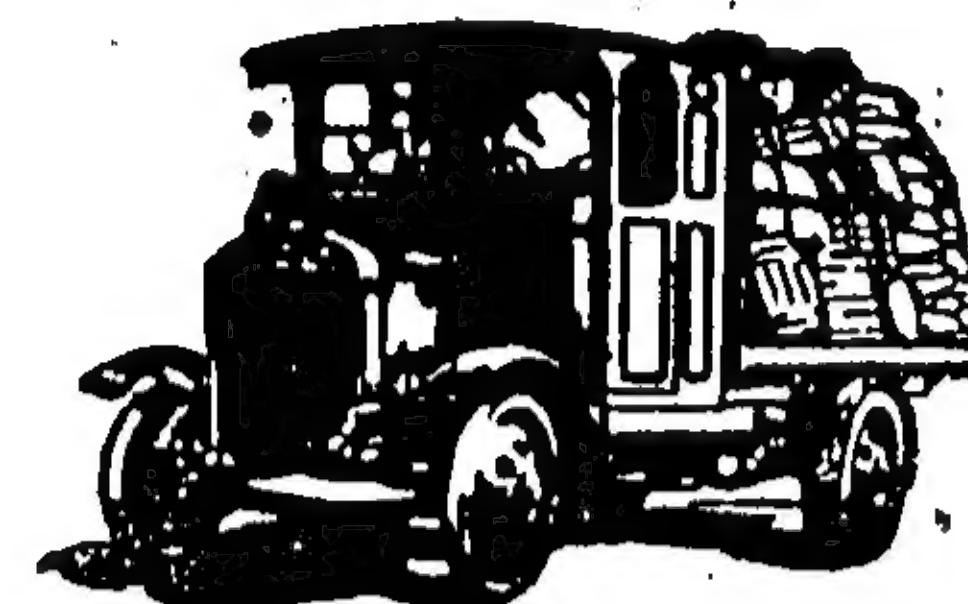
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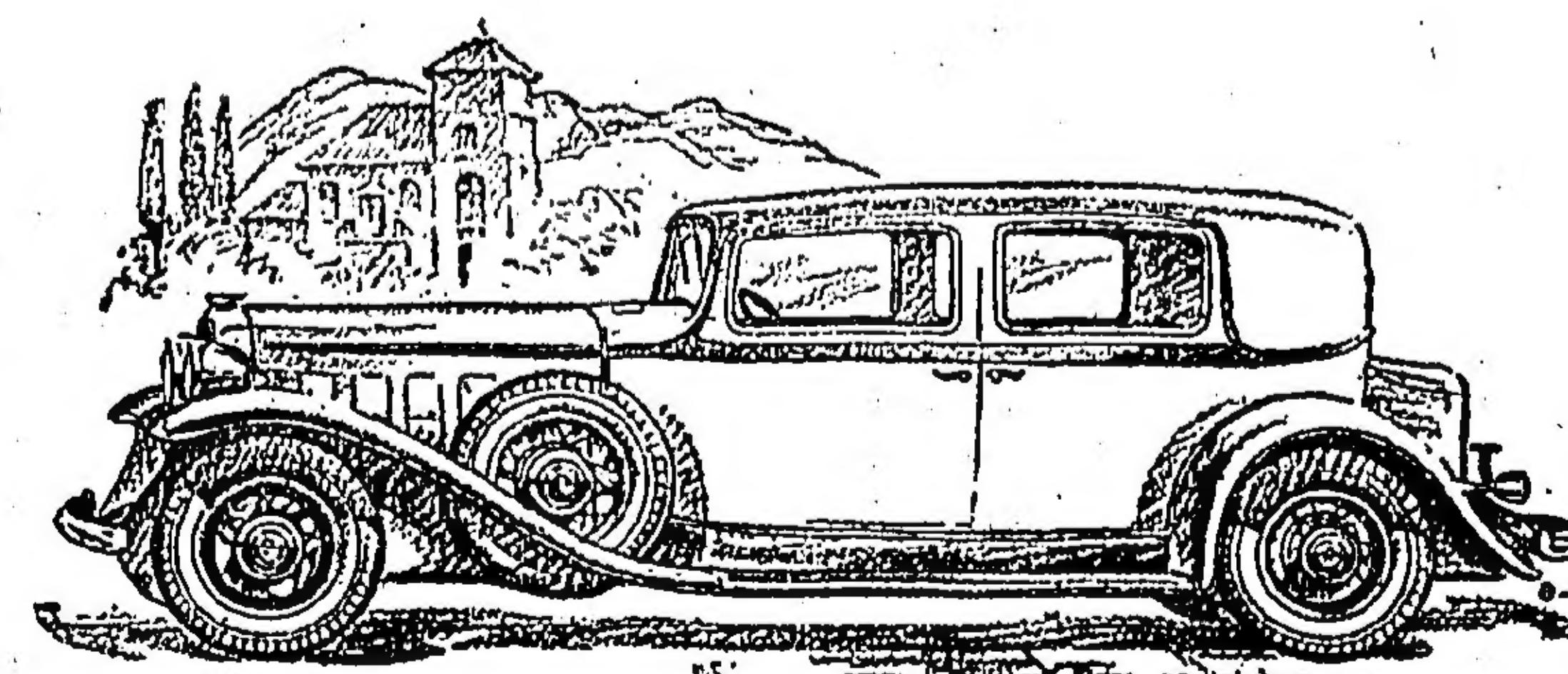
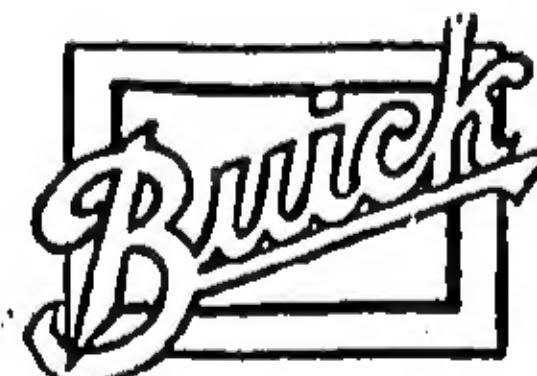
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## MOTORING AND MOTORS.

Which is the Best Sort of Car?

## TWELVE VITAL POINTS.

(By John Pringleau)

The Hillman Motor Company, Ltd., have announced a competition in which the prizes (a "Wizard" and a "Minx" Hillman) are awarded to those two competitors who most nearly arrive at the combined opinion of the "Wizard" 20-h.p. Six held by Mrs. Victor Bruce, Sir Malcolm Campbell, and Sir Henry Birkin. Those will allot marks, each according to their own predictions, to such matters as acceleration, body-comfort, braking, finish, and so forth, and the results will be deposited, sealed, with the company's bankers until judging time. It seems to me a form of publicity which should prove singularly instructive to the makers of the car if every entry form is read, irrespective of whether it is within one or within ten thousand points of the necessary total. Granted a representative number of opinions, the Hillman Company will have at their disposal the candid views of a very large number of customers, potential or actual. I should imagine that the occasion is unique.

As we all know, that buyer's opinion does not always coincide with that of the manufacturer, though it is obvious that it should. The latter's object in business is to build and sell to the largest possible number of people the exact type of car these believe to be the best suited to their purposes, and he is and always has been handicapped by inevitable ignorance. In only a comparatively small number of cases is he told what his customers really think—sometimes to his satisfaction, sometimes to his humiliation. He never knows, at first hand, what, as a whole, they like and what they dislike about his cars.

How does the average man judge the points and general value of a modern car? Does the mechanical or the coachwork part interest him most? Is it really true, as I have been assured many times, especially lately, that cars are sold to-day mainly on the comfort of their bodies? I am inclined to think that this factor has a far greater influence than

most of us imagine, and that the man or woman of experience who chooses a certain type of car mainly because it is comfortably equipped, without paying much attention to engine-design, is not the ignoramus we should have thought him a few years ago. The "works" of most cars—certainly of all makes with a name to lose can be rolled upon to do their job properly for at least a couple of years or even between 20,000 and 40,000 miles. It is only now and then that you find coachwork in which you can expect to sit with any degree of comfort over a long distance.

## The Twelve Points.

What is really the best sort of car for most people? Let us assume, for the moment, that the qualities of engine in its general design at least can be taken for granted, that it is well up to its work; satisfactorily smooth-running; "clean"—which means that it does not need decarbonising too often; economical in oil and petrol; and does not want valve-tappet adjustment more often than usual. With this assurance I would set up the following twelve points in their order of merit.

First, suspension and road-holding; second steering; third, brakes; fourth, ease of gear-change; fifth, quietness of intermediate gears; sixth, head room; (you can, oddly enough, learn to endure cramped legs more quickly than compressed elbows and ribs); ninth, ventilation, which means absence of draught as well as admission of fresh air; tenth, clear vision, particularly rearwards; eleventh, ease of entrance and exit; twelfth, comfort and depth of upholstery.

None of these, you would say, was an impossible standard, by which I mean that one could reasonably expect a good proportion of marks for each one in any modern car; yet I can remember very few cars I have tried since, let, as say, the war, in which all these twelve got their due share. Numbers one to five are quite commonly well-marked to-day, even in cars, costing much less than £200, but six, seven, nine, ten and eleven seldom get a "pass"—especially eleven. What exactly lies at the back of the mind of the designer, who, "year by year, in pious patience" makes it more and more difficult for his customers to get into and out of his carriages? Price or claims to luxury have no bearing on it. I have gone through the same contortions on entering and leaving a £2,000 saloon and the £135 light car with wheelbase some four feet shorter.

Do my twelve points constitute an excessive demand? I cannot think so.

If your car is not well

sprung and "dithers" on corners,

it is neither comfortable for par-

ticularly safe. Steering and

brakes must naturally be of the

sort you do not think about, and

the drive, which means the clutch

and gear-box together, be un-

obtrusive. You must have room

in the three main directions,

along, across, and up (most

especially up); you must breathe

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fresh air or lose your essential alertness; you must see as much as possible behind you. It is not of vital importance that you should be able to get into and out of the car easily, but I do not think the business need be regarded as a luxury, any more than pneumatic upholstery. If you sit uncomfortably you get tired very quickly, and when you are tired you are within measurable distance of the border-line of dangerous driving.

Our new cars, particularly those built at home, are astonishingly good in most respects. We have not very much to learn from other nations in the designing of cars for our own purposes, but I think we have still something to learn from our inarticulate selves. We are too easily pleased—or, if you like, we are too lazy. We put up with the second-rate in certain things when the first-rate could be had for the same money. A very un-British characteristic.

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# Musings Awheel



Idle Thoughts upon Motoring Matters of the Moment.

By "Millentor."

#### To those about to Break the Bank.

Next month, I hear, there is to be a Winter rally at one of our South Coast resorts. So that home-hibernators who are giving Monte Carlo a miss this season can find their little spot of *cote d'azur* on the ceterian shores of this jolly old island, what? Anyone who doubts the unawareness of our home-isle should reassure himself by going to Devonshire and standing on the top of those glorious red cliffs that encircle Babacombe Bay like a wreath of roses.

Then gaze down into the depths and study colour. Azure! There are peacock blues and cobalts and indigos and ultramarines and every possible variety of blue, from sky-blue to starch, from Oxford to Cambridge, all blending with violets, greens and purples into something rich and strange by way of a sea change.

Having rallied, and won the beauty prize (for cars), one can then with a clear conscience parade the esplanade with an independent air, and with the added satisfaction of having not only abstained from breaking the bank at Monte, but also saved all the expense and inconvenience of breaking the pence and quietness of one's own particular pet banking account at home.

#### Monsters from the Minors.

I have a commercial traveller friend who probably spends more than half of every day at the wheel of his car. I haven't the foggiest idea what his annual mileage is, but it must look like one of those strings of figures which we usually associate with the National Debt or the circulation of our daily paper.

A chat with him is always illuminating, for he is nothing if not observant. I was interested, therefore, to hear that, in his opinion, women drivers no longer deserve the criticisms which we males are so prone to level at them. My friend asserts that they are more courteous and considerate than the average masculine driver, and that they give clearer signals—and, what is more, stick to 'em.

The improvement is due, in his opinion, to the advent of the small car. In days gone by ladies learned to drive on the family bus, which was usually a heavy vehicle, demanding most of their strength, and certainly all of their concentration, to handle. Consequently road courtesy did not get a great deal of thought. Nowadays, however, a small car is generally to be found as an adjunct to the before-mentioned family four-seater, and it is the privilege of the ladies of the household to drive it. So easy is it a handling, and so small a demand does it make upon their attention, that they have every opportunity to take in what is happening around

them. Thus they speedily get to realize how much their own safety, as well as that of other road-users, depends upon intelligent driving and signalling.

There is logic in this, and I am inclined to think that my friend has hit the nail on the head.

#### Keeping Company.

Occasionally I am foolish enough to agree to "keep company" with another car on some trip. The practice has nothing to recommend it. It is far better to fix a rendezvous and travel independently.

Even if the two cars are of the same make and model, it is extremely difficult to keep together, especially in traffic. The leading car takes advantage of openings, which close up before the following car reaches them, which often means hard driving if the latter wishes to make up for the delay, while even on the open road one car may overtake in perfect safety where two can only do so with considerable risk.

Recently I tried to follow behind my car, and found it considerably slower than my own, and my efforts to keep it in sight made the drive, which included a good deal of fairly heavy traffic negotiation, absolutely purgatorial. I swore then, as I have sworn before, that I would never do it again, but sooner or later I expect I'll be weak enough to agree when the suggestion is again brought forward.

#### Autographs.

I wonder what causes the strange desire on the part of that portion of the population known as Demos to write their names in places where they are least required. Almost every object of interest in the country is defaced with the autographs of the undistinguished, and these names and initials are, whenever possible, indelibly carved, with or without date.

Why "W. Smith, Ilkston," or thereabouts, feels impelled to announce to all and sundry that he has had a moment of discomfort. To drive with any enjoyment, one must be constantly regulating one's speed to suit the ever-varying conditions of the road, and any other consideration is, to say the least of it, a disturbing influence.

#### Liaison.

There is a railway station in my neighbourhood which owns a building that points a moral. It is nothing more or less than a six stabled garage which, built for the company's use in the beginning, but proving a white elephant, has since been let to private motor hiring firms and is now permanently full of private cars and very seldom available for the chance visitor, especially when in a hurry.

Now, if that railway company had known better it would have built it at the next station where no such facilities exist, and I will warrant it would not only have paid its way but would even have attracted travellers who now use other points of departure.

Coalition and liaison are in the air; a combined use of road and rail can be a great trouble-saver (especially for business trips to London), and here is an opportunity to reap the advantages of both.

#### A.P.T. for Sale.

I have a "pit" in my garage. I found it there. I never have been right.

## TEXACO MOTOR OIL!

OF INTEREST TO EVERY CAR OWNER  
AND PARTICULARLY TO THIS WEEK'S  
LUCKY MOTORIST. HE HAS A FREE  
REFILL FOR HIS CAR AWAITING  
HIM UPON APPLICATION TO 14,  
QUEEN'S ROAD CENTRAL, OFFICE OF



THE TEXAS COMPANY. (CHINA) LTD.

## MOTORING AS A CAREER.

Everything From Theory to Salesmanship

By H. Thornton Rutter.

Motoring, both as a career and as a pastime, is still attractive to the younger generation if I may judge from the number of letters on the subject addressed to me recently by parents and guardians.

I propose to answer their queries collectively in this article.

Engineering itself has so many branches in its application to the uses of mankind that any particular section of it requires a knowledge of a wide range of subjects. This applies equally to the trained automobile engineer. He must know both the practical and theoretical sides of his profession, and must combine with these, to be successful, a sound knowledge of its commercial business organization.

Both Morris, John I. Thorneycroft and Co., of Basingstoke, and the Daimler Co., Ltd., of Coventry, run well-conducted training schools for premium pupils as well as apprenticeships.

In both the pupils serve in all departments of the works besides attending lectures. The course is of three years, and pupils have also the opportunity of sitting for the examination of either the Institution of Civil Engineers, the Mechanical Engineers, or the Automobile Engineers.

#### Time in Works.

Then there are the engineering schools of the various Universities, which give more attention to the theoretical than to the practical and mechanical side of training; so that students who obtain engineering degrees frequently find they have to spend some time in an engineering works to complete their education.

London also offers the Automobile Engineering Training in a two-year course.

The Society of Motor Manufacturers and Traders have given this college their strong approval. It was founded specially to meet the requirements of the motor industry for young men of good education, and gives them a wide experience of practical automobile engineering and a sound knowledge of its commercial side. Thus, its graduates are trained to take administrative positions.

It is also the college of aeronautical engineering, providing a comprehensive training in civil aviation, so that its students may qualify for positions as ground crew.

Lieutenant-Colonel F. C. Sherriff, Director of Civil Aviation, Air Ministry, has stated that "with the rapid growth of commercial aviation, the demand will naturally increase for ground engineers, staff, supply services, and technical grades of all kinds."

It is impossible to over-estimate the importance of the "ground staff" in connexion with the operation of commercial air services. Reliability, safety, and economy depend on their efficiency.

The college of Aeronautical Engineering and Automobile Engineering aim to provide their students with that training and efficiency demanded in both services.

#### Intensive Course.

I have personal knowledge of all the engineering training schools and have inspected them from time to time. They are all excellent in their respective spheres, but, in these days of strenuous competition, I should prefer the intensive two-year course at the Automobile Engineering Training College.

It is not possible in a brief account to touch on such specialized sides as metallurgy and chemistry as applied to the motor industry. The Universities are the proper source of such appointments, although all the schools to which I have referred give general instruction in these.

My advice to parents and guardians is: Write for the syllabus of the three schools I have mentioned. These will astonish them—even if they are trained engineers themselves—by the large number of subjects, both practical and theoretical.

But such training offers the individual student the opportunity to develop the particular side of automobile or aeronautical engineering he is best suited for.

Finally, there is the Institute of Motor Salesmanship. This is in London, and students are taught how to avoid the mistakes of salesmanship which so often rob a company of its rightful share of business.

It would be worth while taking a short course, if only to obtain its "Students' Reference Notes."

The course deals with every possible "snag" which salesmanship has to overcome, besides inculcating courtesy and politeness under most trying situations.

# 1907-1932 WILLYS-OVERLAND Silver Anniversary

1932 is the 25th anniversary of the Willys-Overland Company. During this period 2,500,000 cars and trucks have been sold throughout the world.

With the designing and manufacturing experience obtained during such period the company now announces the Silver Streak Motor, the best designed, most reliable motor in the low priced field.

The Silver Streak Motor with four bearing counter-balanced crankshaft is mounted on a car chassis replete with advantages, 113-inch wheelbase, 58 1/4-inch tread, double drop frame, two-way hydraulic shock absorbers, etc. Bodies are weather proofed—have improved quality of upholstery—form-fitting seats—movable driver's seat with adjustable back.

Ask us for specifications and demonstration of the car with the Silver Streak Motor

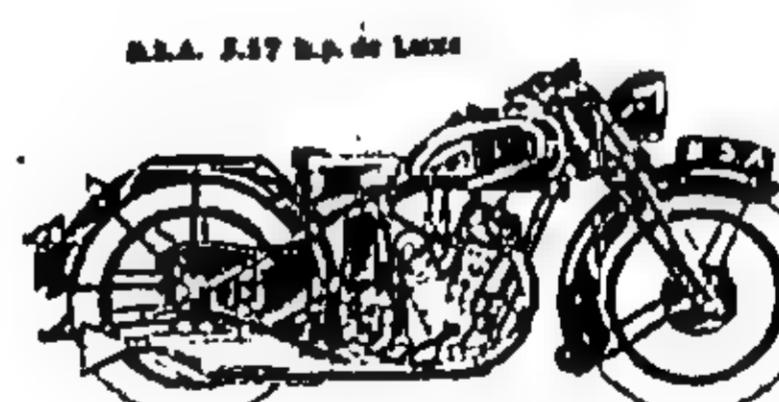
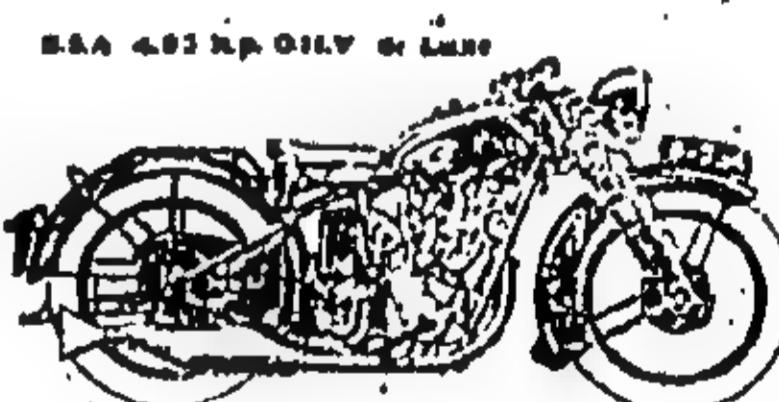
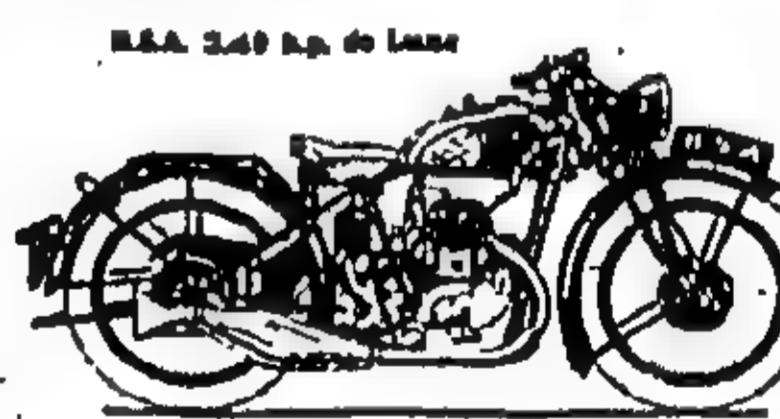
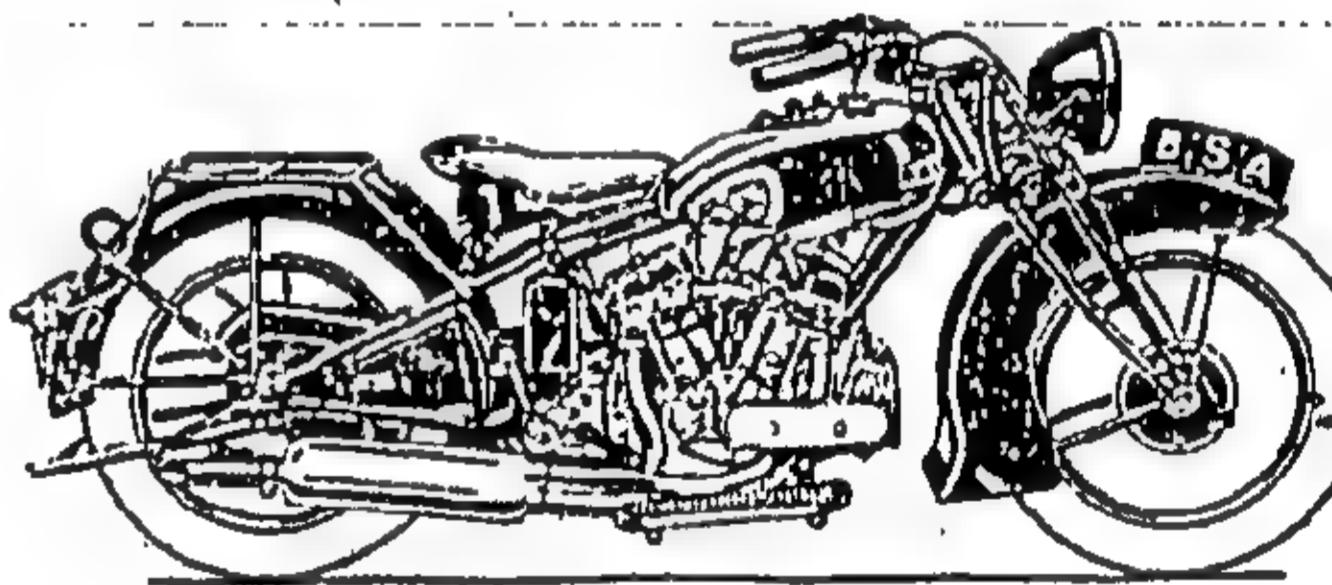
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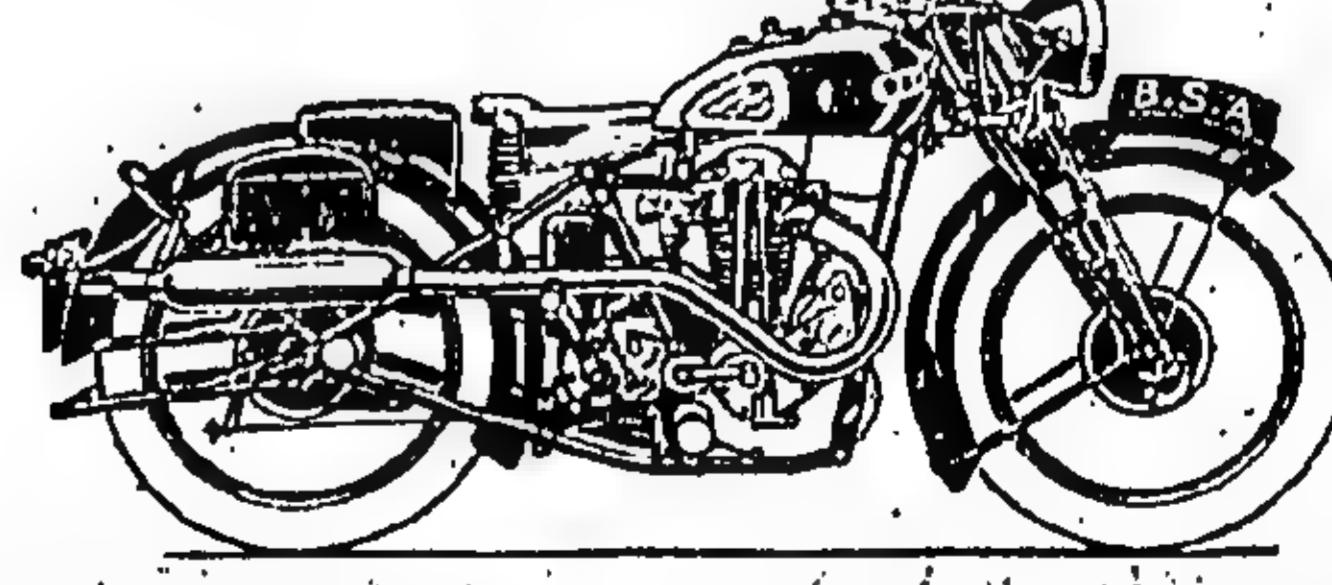
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## THEY ARE ALL HERE! COMPLETE RANGE OF 1932 B.S.A. MOTOR CYCLES

B.S.A. 9.86 h.p. W.T.



B.S.A. 3.49 h.p. O.H.V. Blue Star



Also:—Blue Star 4.99 h.p. O.H.V., 2.49 h.p. O.H.V., 3.49 h.p., 3.49 h.p. O.H.V., 3.49 h.p. O.H.V. de Luxe, 4.99 h.p., 4.99 h.p. O.H.V.

Inspection Welcome.

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LEAD THE WAY ON A B.S.A.

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SOLE AGENTS.

## LATEST "ROLLS."

## A Real Sunshine Roof.

A new idea in sunshine roofs was recently devised by Rolls-Royce for a 40/50 Hooper Sedanca body. Instead of the usual sliding panel, there is a large Triplex glass window. It is fixed, but there is a movable section of headlining which works like a blind and covers the window from the inside.

The idea was conceived by the Rolls-Royce Italian agents especially for the Milan Show. It was realized that the ordinary Sedanca body was too enclosed for touring—particularly in mountain-country—and the usual sliding panel in the roof was obviously undesirable in cold or wet weather.

FOR ALL CLASSES OF

## MOTOR Insurance

WRITE FOR OUR PROSPECTUS

China Underwriters, Ltd.

HEAD OFFICE

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4a Des Voeux Road Central.  
Tel. 28121.

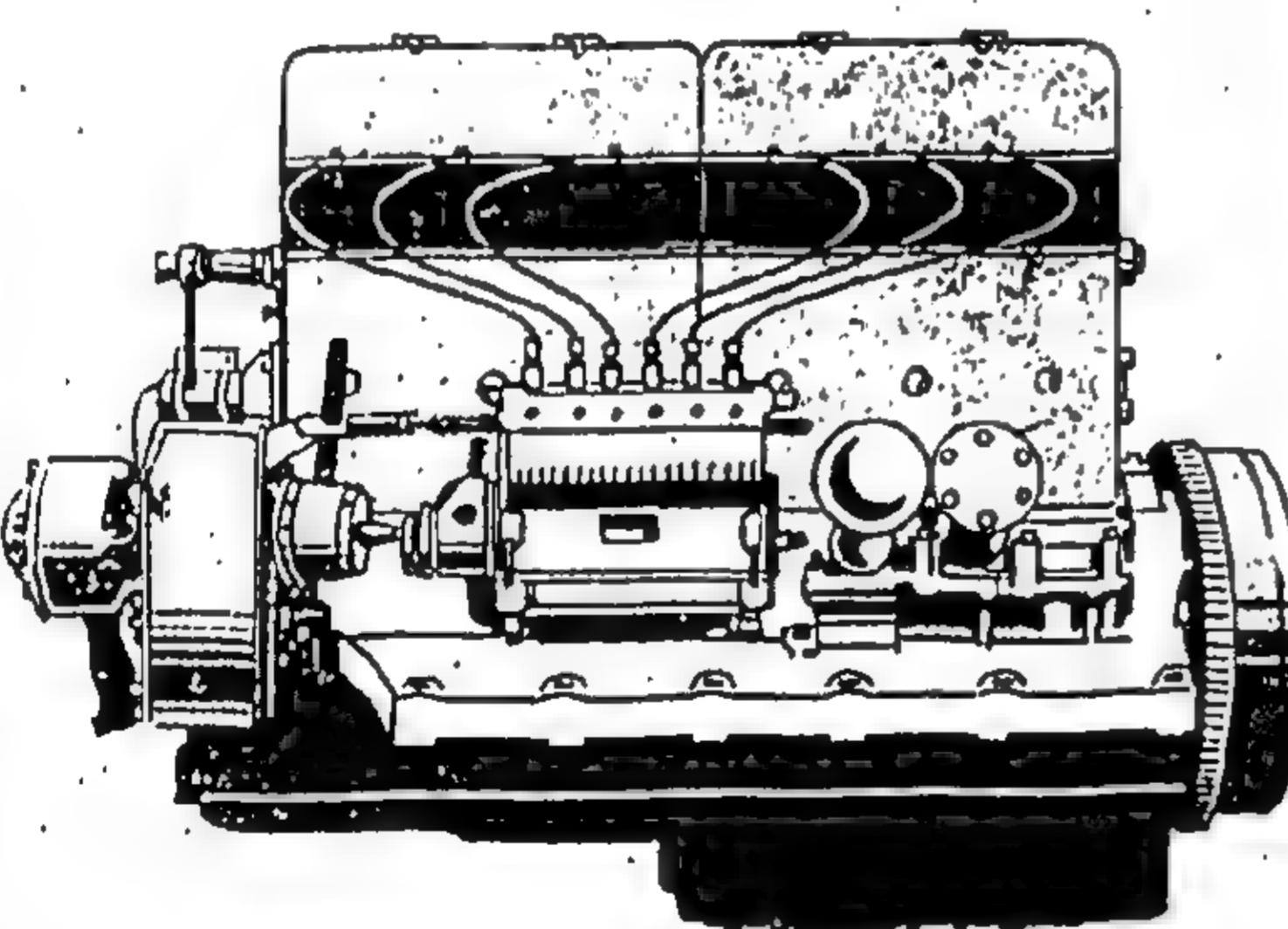
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PETROL OR OIL-ENGINED VEHICLES.

CROSSLEY HEAVY OIL ENGINE  
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THE name 'Crossley' has been identified with oil and gas engines for over sixty years, and the Crossley is still in the forefront of all competitors in the Internal Combustion Engine World OF WHICH IT WAS THE PIONEER. Over 100,000 Crossley oil and gas engines have been sold and distributed to all parts of the world.

It is not surprising, therefore, that Crossleys have produced an entirely successful heavy oil engine for transport work, with all the best characteristics of the petrol engine and the economy of the compression ignition engine.

The Crossley heavy oil engine is a practical engine. It is interchangeable with the Crossley petrol engine. Amongst its features are: Flexibility, smoothness, simplicity, starting from cold, and, in fact, everything the user of the modern petrol engine expects with the added advantage of unique economy.



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Hongkong & Shanghai Hotels, Ltd.

## WILLYS-OVERLAND SIX BREAKS.

New York to Los Angeles-and-Return.

RECORD BY SEVEN HOURS.

A Willys-Overland Standard Six roadster, travelling at the greatest distance at the fastest speed of any previous transcontinental automobile run, recently broke the record from New York to Los Angeles and return by seven hours!

Here is dynamic testimony of spectacular performance of the Willys-Overland six:

It has established a new record from New York to Los Angeles and return over a route totalling 6,770 miles.

This transcontinental round-trip was made in 135 hours and 22 minutes—a record for this distance between these two cities.

The average speed maintained was 60.065 miles per hour, a new high average. The former average speed was 47.05 miles per hour.

Weather and road conditions included blistering heat, freezing cold, rain, fog and snow level to 8,000 feet above.

In order to establish such a high average, it was necessary for the Willys-Overland Six to travel well over a mile-a-minute most of the time while on the open highways.

Checked out of New York at midnight by Western Union pulled officials, the two drivers pulled into Los Angeles exactly 65 hours and 10 minutes later, with the one-way mark easily broken.

Through the establishment of this new record, the Willys-Overland Six has added another mighty triumph to its long list of stock-car records which includes 16 AAA records, and has proved, in dramatic fashion, the inherent power, speed, stamina and endurance which make it the undisputed performance-and-value leader in the low-priced field.

This brilliant new const-and-return record is all the more impressive because it was not sponsored by Willys-Overland but was conducted independently by two popular young racing-car pilots neither of whom had any connexion with the Company.

When choosing a car for the run, one pilot said: "My thought was to choose a low-priced automobile in which to make the trip. After studying the various cars in the low-priced field, I chose a Willys-Overland Six for the sturdy construction, powerful motor and safety features."

Surmounts Many Difficulties.

In the past, most coast-to-coast records have been established by cars considerably above the price of the Willys-Overland Six and generally these runs have had the assistance of highway officials and police who escorted them through congested districts and provided a right-of-way through restricted speed zones.

The run by the Willys-Overland Six was made without assistance of any character and, the course led through many large cities and numerous towns. Wherever public safety became a factor, speed was retarded.

The first leg of the course led through the Allegheny mountains. Some portion of the 410 miles was driven through heavy fog. Those familiar with this section of the country will appreciate the spectacular performance of the Willys-Overland Six in covering the 410 miles in 7 hours and 49 minutes—an average of 58.7 miles per hour.

From Washington, Pa., to St. Joseph, Mo., the distance of 415 miles was covered in 374 minutes. From Springfield, Ill., to Topeka, Kans., the distance of 415 miles was covered in exactly 474 minutes also, almost a mile a minute. At many points along this portion of the road the car was driven in excess of 70 miles per hour.

The next run was from Topeka, Kans., to Albuquerque, N.M.—a distance of 985 miles. It is here that the country starts its twisting, winding upward course to the Pacific slope.

In spite of the fact that most of this route is hazardous, including steep grades, sharp curves and leads, through the

famous and dangerous Raton Pass, the 985 miles were negotiated in 18 hours and 31 minutes, an average of 53.7 miles per hour. This, in itself is concrete proof of the car's amazing ability to perform in record fashion under the most difficult conditions.

This particular section of the coast-to-coast run serves as a severe test of a car's power, acceleration, stamina and roadholding, for approximately 30 miles through the Raton Pass consist of winding mountain roads which climb to an elevation of 8,000 feet above sea level!

Much of the trip from Albuquerque to Los Angeles took the drivers through mountainous country, serving as a constant test of the engine's ability. The inadequate radiation, the cooling system and the efficiency of the car's lubricating system were subjected to the most severe test and proved entirely satisfactory in every way.

Car Driven Down 30 Foot Embankment.

While crossing the desert, the drivers encountered an open bridge where workmen advised that a delay of 45 minutes would be necessary before the car could proceed.

Rather than be delayed, the intrepid drivers drove straight down a 30-foot embankment into a dry creek bed and followed the course of the creek for approximately 150 feet until they found a point where they could climb back to the highway. They then proceeded on their way, arriving in Los Angeles at 5.19 p.m.—exactly 65 hours and 19 minutes after leaving New York.

Check of Motor Shows Perfect Condition.

Checked in by Western Union officials immediately upon the car's arrival in Los Angeles, the motor was carefully checked for compression, valve clearance and ignition. They found it to be in perfect condition in spite of the terrific speed which it had maintained and after refusing, they started on their eastward dash—just one hour and 42½ minutes after their arrival in the Pacific Coast City.

Leaving Los Angeles during the late afternoon they crossed the desert during the night and as they climbed the mountains into Flagstaff, Arizona, the temperature dropped to below freezing but the performance of the celebrated Willys-Overland Six motor retained its high degree of efficiency.

The car continued on in its eastern dash, dashing into Albuquerque, New Mexico on schedule. The course eastward led over the same route which was taken on the western trip and naturally the same bad roads and detours were encountered.

The drivers arrived at Pittsfield, Illinois, at 4.45 p.m., having left Los Angeles 45 hours earlier. As they were checking in at Pittsfield by Western Union observers, their log indicated that they were still running on schedule.

They arrived in Washington, Pennsylvania, at 6.43, the next morning. From this point on to New York, the speed was decreased, due to heavy traffic, and frequent stops by highway and city officers who desired to check the car.

Western Union officials checked the car in at New York at 3.22 P.M. showing a total elapsed time, since its departure of 135 hours and 22 minutes—a new record for the run from New York-to-Los Angeles-and-return.

"On our arrival in New York," the pilot said, "we had our car checked by your official testors at

# 522 FIAT

THE NEW 6 CYLINDER HAS ARRIVED AND IS SELLING AT A REMARKABLY LOW PRICE.

Most brilliant on hills and in acceleration thanks to generous engine power and limited weight.

...Hydraulic brakes  
...Silent third  
...Speed over 62 miles per hour  
...Low slung frame  
...New body lines

Each car equipped as follows without extra charge—Wire wheels—two spare wheels and tyres—leather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

ARRANGE AN EARLY DEMONSTRATION!

AGENTS:

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Tel. 24821.

the New York service department and they were gratified at the excellent condition of the motor after its 6,770 miles of bad punishment.

The Willys-Overland Company is, during 1932, celebrating its Silver Anniversary—25 years of

models are now priced lower than at any time in the history of the Company.

The local Distributors for Willys-Overland cars, trucks, and buses are: Messrs. Gilman & Company, Hongkong.

Studebaker now offers the greatest advance in Safety...

SUPER-STRENGTH 1932 TYPE

# SAFETY GLASS

in all windscreens.. in all windows.. in all models

AT NO EXTRA CHARGE!

STUDEBAKER, pioneer of Free Wheeling and many other epochal motoring advancements, now offers the greatest advance in safety—full-sealed, super-strength, 1932 type, clear vision Safety Plate Glass in all windscreens and all windows of all models at no extra charge!

The cost of this insurance against injuries, disfigurement or worse—is borne by Studebaker. And Studebaker offers you not only Safety Glass, but the strongest, clearest Safety Plate Glass made—a superior, and advanced type of sealed Safety Plate Glass—a scientifically perfected product.

Safety Glass in the windscreens alone is not protection enough. All cars must eventually come to Safety Glass all around. Other cars will follow Studebaker to this new and final factor of safety as they followed Studebaker to Free Wheeling—but why wait? The Triumphant New Studebakers give you Safety Plate Glass in its finest form—in all windows and all windscreens of all models—and all at no extra charge—right now.

Triumphant New Studebakers

**HONGKONG HOTEL GARAGE**  
THE HONGKONG AND SHANGHAI HOTELS, LTD.

## CORRESPONDENCE.

River Steamer Suggestions.  
(To the Editor, *Hongkong Telegraph*.)

Sir.—The points I bring up concern mostly steamers employed on the Macao run, but (1) holds good for all river steamers plying to and from Hongkong, and I hope that when this catches the eyes of the interested shipowners, they will do something to remedy matters.

Before proceeding any further, it will not be amiss to remind everybody concerned that 2nd class and steerage passengers form the bulk of every ship's complement, and precautions for the safety of their lives should be taken. While the 1st class saloon passengers have free access to the boat deck and lifeboats, 2nd class and steerage passengers have only a narrow compartment through which to escape to the boat deck in case of an accident. Imagine the confusion on board, when a collision or fire occurs!

The following are the points I allude to:

(1) In the second class and below decks, airing space is allowed passengers is not very liberal, and what there is, is usually occupied by deck chairs, campbeds, etc., plus the passenger himself.

There is little enough room between him and the man in front, and anybody wishing to pass through the narrow aisle formed by the rows of chairs, etc., must first clear all sorts of obstacles before he will be able to reach his objective.

Passengers and their luggage are necessary evils of course, and can never be eliminated, but there is at least one thing, and a very big obstacle it is, which can be removed without anybody being sorry for it. I refer to the tables measuring 1 foot x 1 foot x 2 feet, which are placed in the aisle, *after the steamer's departure from port*, and which take up more than half the free space. They are a definite nuisance to the passengers, who find it difficult even to stretch their legs. Perhaps the Captain or Chief Officer should make a round or two of their ships, and order all these to be cleared.

(2) I find that the Southern course is the usual one taken to and from Macao, but, in the event of very boisterous weather, will it not be as well for Captains to take their ships through Capricornus Pass? They have the welfare of the passengers in their hands, and anything they can do to alleviate the sufferings of their protégés, should be done.—Yours, etc.,

L. CHAN.

## SUGAR MARKET.

## THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Penrith and Co.

London Terminals.  
March 1932 5/91 down 1<sup>1/2</sup>d.  
May 1932 4/11<sup>1/2</sup> down 2<sup>1/2</sup>d.  
August 1932 5/2<sup>1/2</sup> down 2<sup>1/2</sup>d.  
December 1932 5/6<sup>1/2</sup> down 1<sup>1/2</sup>d.  
Buyers at above prices, sellers asking 1/4d-1/2d more.

New York Terminals.  
March 1932 .98 down 4 pts.  
May 1932 .72 down 5 pts.  
July 1932 .78 down 5 pts.  
September 1932 .84 down 5 pts.  
December 1932 .90 down 6 pts.

## DUMBARTON SEAT.

## RETAINED WITH REDUCED MAJORITY.

London, Mar. 18.  
The Dumbartonshire by-election, consequent on the appointment of Lieut.-Colonel J. G. Thom to an Indian Judgeship, resulted:

Commander Cochrane (Cons.) ..... 16,749  
Mr. T. Johnston (Labour) ..... 13,701  
Mr. Gray (Scottish Nat.) ..... 5,178  
Mr. McIntyre (Communist) ..... 2,870  
Cons. majority 3,045.—*Reuter*.

[At the last election, Lt. Col. Thom defeated the Labour candidate by a majority of 12,288.]

## SWEDISH PRINCE.

## DEPRIVED OF RIGHTS TO SUCCESSION.

Stockholm, Mar. 18.  
Prince Lennart has been deprived by a Cabinet decree of his rights to the succession and rights as a hereditary Prince, in consequence of his marriage.

The name "Borodottar" is the only right he retains.—*Reuter*.

[Prince Lennart on March 11 married a Swedish business man's daughter in a London registry office.]

## RELIEF WORK.

## AMBULANCE CAR DONATED FOR SHANGHAI.

A Chinese resident of Hongkong who, whether to be known merely as "Mr. Luk" has donated \$7,000 for the purpose of buying an ambulance car for the use of the Red Cross workers in Shanghai.

A cheque for this amount has been sent to the representatives of the Hongkong Chinese medical practitioners organization responsible for sending Chinese nurses to Shanghai and raising funds to finance their mission.

The donation was made following the receipt of information from Shanghai to the effect that all the ambulance cars belonging to the Nineteenth Route Army had been destroyed during the recent hostilities and the ambulance car sent from Hongkong recently was the only one still functioning, and the gentleman responsible for obtaining the donor's interest was Dr. C. H. Wan.

Yesterday it was said that if the full at Shanghai continues there is every reason to believe that the existing number of Chinese ambulances workers and nurses at Shanghai will be adequate. Consequently the organisation of a third party of Chinese nurses for Shanghai may be postponed.

## "The Tung Wah Fund."

Speaking before the radio, Mr. Chen Lim-pak, the Chairman of the Board of Directors of the Tung Wah Hospital, said on Thursday evening that so far \$318,200 had been received by the Tung Wah Hospital for relief at Shanghai out of total donations of \$326,500. The Directors were confident of getting more contributions from day to day. Out of the amount received \$300,000 has been sent to the Cantonese Club in Shanghai for distribution.

The officials of the Cantonese Club said the speaker was assuming stupendous responsibility in providing accommodation and food for the tens of thousands of refugees, and a good portion of the money collected in Hongkong had been used for the provision of free passages for the thousands of Cantonese and other Chinese desirous of leaving Shanghai for South China or other parts of China.

Mr. Chen Lim-pak estimated that over 15,000 Cantonese had arrived at Hongkong thanks to the Tung Wah fund. In almost all these cases the Tung Wah authorities provided from \$2 to \$4 apiece for passage from Hongkong to districts in Kwangtung or Kwangsi.

The speaker emphasised the fact that the Tung Wah fund being organised solely from the charity point of view every cent thus collected here has been remitted to Shanghai and to the Cantonese Club where the leading Chinese residents are managing the distribution of the money.

## SHARE PRICES.

## TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

**Banks.**  
Hongkong Banks, \$1,460 s.  
Chartered Banks, \$113 1/2 n.  
Mercantile A. and B., \$20 n.  
East Asia, \$123 n.

**Insurances.**  
Canton Ins., \$1,350 n.  
Union Ins., \$445 n.  
China Underwriters, \$4 1/2 n.  
H.K. Fire Ins., \$1,250 n.

**Shipping.**  
Doughless, \$26 1/2 n.  
H. K. Steamboats, \$23 n.  
Indo-Chinas (Pref.), \$32 n.  
Union Waterboats, \$25 n.

**Mining.**  
Benguet, \$11.75 n.  
Kailan, 30/- n.  
Shai Explorations, Tls. 2.10 n.  
Ruba, \$59 n.

**Docks, etc.**  
Kowloon Wharves, \$144 1/2 n.  
Whampoon Docks, \$27 n.  
South China Motors \$10 n.  
Providents (old), \$1.95 n.  
Hongkong, Tls. 220 n.  
New Engineers, Tls. 6 1/2 n.  
Shanghai Docks, Tls. 90 1/2 n.

**Cottons.**

Evo Cottons, Tls. 14.60 b.  
Canton Ices, 55 b.  
Cements (com.) \$18.80 b.  
Ropes, \$173 1/4 n.

**Lands, Hotels, etc.**

H.K. Hotel (old) \$13.75 b. X. Div.  
H.K. Lands, \$75 b.  
Shai Lands, Tls. 27 n.  
Humphreys, \$18 s.  
Realities, \$10.60 b.

**Public Utilities.**

Tramways, \$21.15 b.  
Peak Trams, (old) \$15.60 n.  
Star Parties, \$91 b.  
China Lights, \$21 b.  
H.K. Electrics, \$74 1/2 n.  
Macao Electrics, \$23 n.  
Telephones, \$41 n.  
China Buses, Tls. 16 n.  
Singapore Tractions, 8/- n.

## ST. GEORGE'S SOCIETY.

## LAST YEAR'S ACTIVITIES REVIEWED.

## STUDENTS RIOT AT WEIHAIWEI.

## ATTACK ON OFFICIALS AT MEETING.

Weihsien, Mar. 18.  
Students here are causing trouble owing to alleged importation of Japanese goods from Dafien.

First of all they demanded a meeting of the Chamber of Commerce to discuss methods of stopping this importation. During the meeting students disagreed with the remarks of one merchant and attacked him until he collapsed.

The Vice-Chairman of the Chamber remonstrated and he also was attacked. When defending himself with a stick the Vice-Chairman struck a student, who fell down, and thereupon the students summoned the police and the Vice-Chairman was escorted to the yamen.

Subsequently the students went in procession to the court and demanded production of the Vice-Chairman in order that he might head the procession through the city, thus ridiculing him. The demand being refused, the students broke the court windows; and subsequently looted three shops, and carried Japanese goods to the golf course, where they were burned in a bonfire.

All is quiet to-day, but all the shops have closed until the Vice-Chairman of the Chamber is released.—*Reuter*.

## RADIO BROADCAST

## PROGRAMME FOR TO-DAY AND TO-MORROW.

Radio Programme Broadcast by Z. B. W. on a wavelength of 365 m. (446 K.C.)

4.00-6.15 p.m. Chinese Programme.

6.15-6.40 p.m. (Approx.). An Attempt will be made to relay the Running Commentary on the University Boat Race.

6.15-1.30 p.m. (Approx.). European Programme.

7.00 p.m. Mail Notes.

6.40-7.30 p.m. Variety.

Organ Solo—I Found You.

Organ Solo—Wrap Your Troubles in Dreams.

Toronto Casey, DB837.

Vocal Duet—The Land of Smiles—You Are My Heart's Delight.

Vocal Duet—Walkin' my Baby Back Home.

Layton and Johnstone, DB532.

Piano Solo—Song Hits—Medley.

Billy Mayerl, DB534.

Song—Lovely Lady.

Song—Just Two Hearts and a Waltz.

Reindeer.

Jack Plant (Baritone), DB558.

Organ Solo—Lonesome Lover.

Organ Solo—The Song Is Done.

Reginald Foote, DB548.

Vocal Quartette—You Were my Salvation.

Vocal Quartette—Please Don't Talk About me When I'm Gone.

The Big Four, DB841.

Orchestral—Can't You Understand.

Guy Lombardo and His Royal Canadians, 2049-D.

Vocal Duet—Would You Take Me Back Again?

Vocal Duet—We Two.

Layton and Johnstone, DB500.

7.30-8.00 p.m. Band Selections.

The Beggar's Opera—Selection (Gay-Austin).

Reg. Band of H. M. Grenadier Guards, 927-R.

On the Quarter Deck (Alford).

Ellemer's March (Grace).

Reg. Band of H. M. Grenadier Guards, 744-R.

Morning, Noon and Night—Overture (von Suppe).

National Military Band, 9013-R.

The Old Frog Pond (Alford).

Parade of the Elephants (Chenet).

Reg. Band of H. M. Grenadier Guards, DB507.

8.00 p.m.

Local Time and Weather Report.

8.05-8.22 p.m.

Sonata (Pathétique) in C Minor (Beethoven, Op. 13).

William Murdoch (Pianist), 9362-0303.

8.22-8.52 p.m. Operatic.

The Barber of Seville—Overture (Rossini).

Percy Pitt conducting the B. C. Wireless Symphony Orchestra, 9166.

Faust—Jewel Song (Gounod).

Romeo and Juliet—Waltz Song (Gounod).

Carmen—Selection (Bizet).

Percy Pitt conducting the B. C. Wireless Symphony Orchestra, 9126.

II. Trovatore—Tempest of the Heart (Verdi).

Dennis Noble (Baritone), 9566.

8.52-9.30 p.m. A Concert.

Piano Solo—Romance in E Flat (Rubinstein).

Piano Solo—Hark, the Lark (Schubert).

Iraza Friedman, DB1030.

Song—Comin' Thru The Rye.

Doris Vane (Soprano), 9167.

Violin Solo—Zapateado (Sarasate).

Efrem Zimbalist, 9650.

Song—Good Night (Shelley and Davis).

Song—Fill a Glass With Golden Wine (Henley and Quilter).

Robert Elsdoll (Tenor), DB693.

Octet—The Bohemian Girl—Then You'll Be Sorry (B. C. arr. Scar).

Octet—Maritana—Scenes That Are Brightest (Wallace arr. Scar).

J. H. Squier Celeste Octet, 9107.

9.30-11.30 p.m. Dance Music.

&lt;p



FINAL SHOWINGS TO-DAY at 2.30, 5.00, 7.20 &amp; 9.30 p.m.

THE MIGHTIEST WAR DRAMA EVER SCREENED

The Story for Which the Whole World Waited

ERICH MARIA REMAURUS  
Novel  
Adaptation and dialog by  
Maurice Anderson and  
Gordon Atteridge. Comedy  
by D.L. Andrews. Directed  
by LEWIS MILESTONE.  
A CARL LAEMMLE, JR. PRO-  
DUCTION PRESENTED BY  
CARL LAEMMLE

Now faithfully and graphically  
pictured on the talking screen. It  
presents the human side of the war  
— the fierce, poignant drama of bub-  
bling youth in the clutch of circumstance  
— tender, emotional, stark realism,  
touched with romance and tinged  
with glory, with Louis Wolheim, Lewis  
Ayres, John Wray, Slim Summerville,  
Russell Gleason, William Bakewell,  
Scott Kilk, Walter Browne Rogers,  
and hundreds of others.

## ALL QUIET ON THE WESTERN FRONT

Commencing To-morrow

The First 1932 United Artists Super "Special Feature"  
Arrived Here and to be shown for the FIRST TIME in the  
Far East.

## 1932 UNITED ARTISTS PICTURE

We are very glad to announce that we have secured  
the exclusive and sole rights for exhibiting a majority  
of the best and latest 1932 United Artists super and  
special productions within South China.

Come on! LET'S GO!

23,000 MILES OF  
LAUGHS, GAGS,  
THRILLS and ROMANCE!

Sail the clouds... hurdle  
oceans... leap continents  
... meet kings and poten-  
tates to the clamoring  
masses of millions... in  
the joy ride of all time!

The full-split  
loop around this  
cockeyed globe with  
Mering, dauntless,  
happy-go-lucky  
Dough! New enter-  
tainment as Epic as  
event as the birth of  
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### TSUI VOLLEYED OUT OF CHAMPIONSHIP.

E. C. FINCHER STAGES  
FINE RECOVERY.

After losing the first set to a player who had completely held the upper hand, E.C. Fincher yesterday recovered in such a manner as to amaze by a great victory in the open singles tennis championship by the odd set in three.

Tsui Wai-pui, his opponent, played remarkably good tennis up to the close of the first set, but he had no fighting spirit and, once in arrears, fell an easy victim to the masterful work of his conqueror.

Though the exchanges often lapsed into rather tedious rallies, there were numbers of sparkling incidents during the match, notably in the first and final sets. Tsui fully deserved the lead he obtained, for it was the result of some really clever all-court play, similar to that which featured his earlier display against H. D. Rumjahn. His tactics and generalship during this period were irreproachable and had he have employed them throughout, instead of allowing himself to become unversed by Fincher's persistent net attack, he would have reversed the decision. Though Fincher could not find his touch during the opening exchanges, the main reason for the loss of the first set was Tsui's superiority in effecting winning shots.

The positions were reversed later in the game, when it was the Kowloon player who contributed the dazzling "aces" from the net, and Tsui who made feeble returns.

Tsui's lack of fighting spirit is his biggest handicap at the present. He has a sufficient repertoire of strokes and knowledge of how to employ them to the best advantage to win for him any match, but they are only really effective, and form only a feature of his play, when he is leading. This has been noticeable in his last two encounters in the championship. Once he has developed the will to win under any circumstances, he will be one of the most deadly opponents in Hongkong.

Fincher's grit and coolness again stood him in good stead; in fact it was this which proved the deciding factor in his success. Though he might excusably have become upset by his early reverses and impotence, actually the loss of the first set seemed to give him the necessary impetus to produce his best form. From the opening rally, he adopted and rigidly adhered to one plan of attack and although it reaped no results at the beginning and seemed doomed to failure, so persistent was he with it that it eventually turned defeat into success. Fincher went up to the net in almost anything and from here elicited a volleysing campaign which finally demoralised Tsui. The minute did Fincher's plan become,

The match fully realised expectations, and the result left Fincher's supporters asking with instant confidence "Who is going to stop him from winning the title?"

The results of the day's programme were:

Open Singles.  
E. C. Fincher beat Tsui Wai-pui  
6-7, 6-2, 6-0.

Open Doubles.  
S. A. and H. D. Rumjahn beat J.  
W. Leonard and J. A. Cassumby  
6-2, 6-3.

Club Championship.  
A. H. Hawkins beat Hill 6-0, 6-2.

Handicap Singles "A."  
J. J. White beat T. C. Monaghan  
6-4, 6-2.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	91 1/2	91 1/2
Geneva	10.42/3.32	18.70
Berlin	15.3/16	15 1/2
Oslo	14 1/2	18 1/2
Helsingfors	21 1/2	21 1/2
Athens	287 1/2	287 1/2
Buenos Aires	38 1/2	38 1/2
Shanghai	1.9/3.16	1/10
New York	3.61 1/2	3.61 1/2
Amsterdam	8.97 1/2	8.17 1/2
Vienna	32	32
Mindel	47 1/2	47 1/2
Bucharest	607 1/2	605
Hongkong	1.4/3.16	1/4.1/16
Brussels	25.90	25.87 1/2
Milan	70.1/16	70
Stockholm	18.3/16	18.3/16
Copenhagen	18.3/16	18.15
Prague	122 1/2	122
Lisbon	109 1/2	109 1/2
Rio	4.1/16	4.1/10
Bombay	1/0.5/32	1/0.5/32
Yokohama	1/9 1/2	1/9/10
Montevideo	30 1/2	30 1/2
Montreal	4.06	4.06
Silvor (spot)	18	18.1/16
" (forward)	18 1/2	18.3/16

—British Wireless.

Ultimate news was received in Tokyo last week that Charlie Chaplin will be coming to the Far East by the N.Y.K.S. Suwa Maru. Mr. Chaplin, who is travelling from Italy, should, in this case, pass through Hongkong, arriving here on April 1.

### KUWABARA MAKES HIS BOW.

JAPANESE DAVIS CUP  
PLAYER HERE.

T. Kuwabara, the Japanese Davis Cup Player, who occupied the premier position in the recent Davis Cup ranking list, and who is now on his way to Europe in preparation for the International tennis contest this year, yesterday had a practice "knock-up" at the Hongkong Cricket Club.

Arriving on the Katori Maru in the morning, he engaged T. Honda, a past local champion and the leading Japanese player in Hongkong, in a couple of sets, while he later met S.A. Rumjahn and A. L. Sullivan.

Conditions were very unfair to Kuwabara, who, in addition to playing straight after a sea trip, found the court still affected by the recent rain. He therefore attempted nothing spectacular, but practised only a few strokes.

### RUGBY DUEL.

ENGLAND'S TASK AGAINST  
SCOTLAND TO-DAY.

London, Mar. 18. The climax of the rugby season will be reached at Twickenham today when, before an estimated crowd of 60,000, England will attempt to avenge last year's defeat at Murrayfield and capture the Calcutta Cup. A victory will enable them to equal Scotland's twenty wins in the Anglo-Scottish series.

England are reverting to the old Gloucester fullback, T. Brown and have brought in a new forward in R. J. Longland (Northampton), who is the only new "cap."

Scotland are making eight changes including four players new to International rugby, namely Dykes, J.P. McArthur (Waterloo), G. F. Etchells (Dundee High School) and F. A. Wright (Edinburgh Academicals).—Renter's Special Service.

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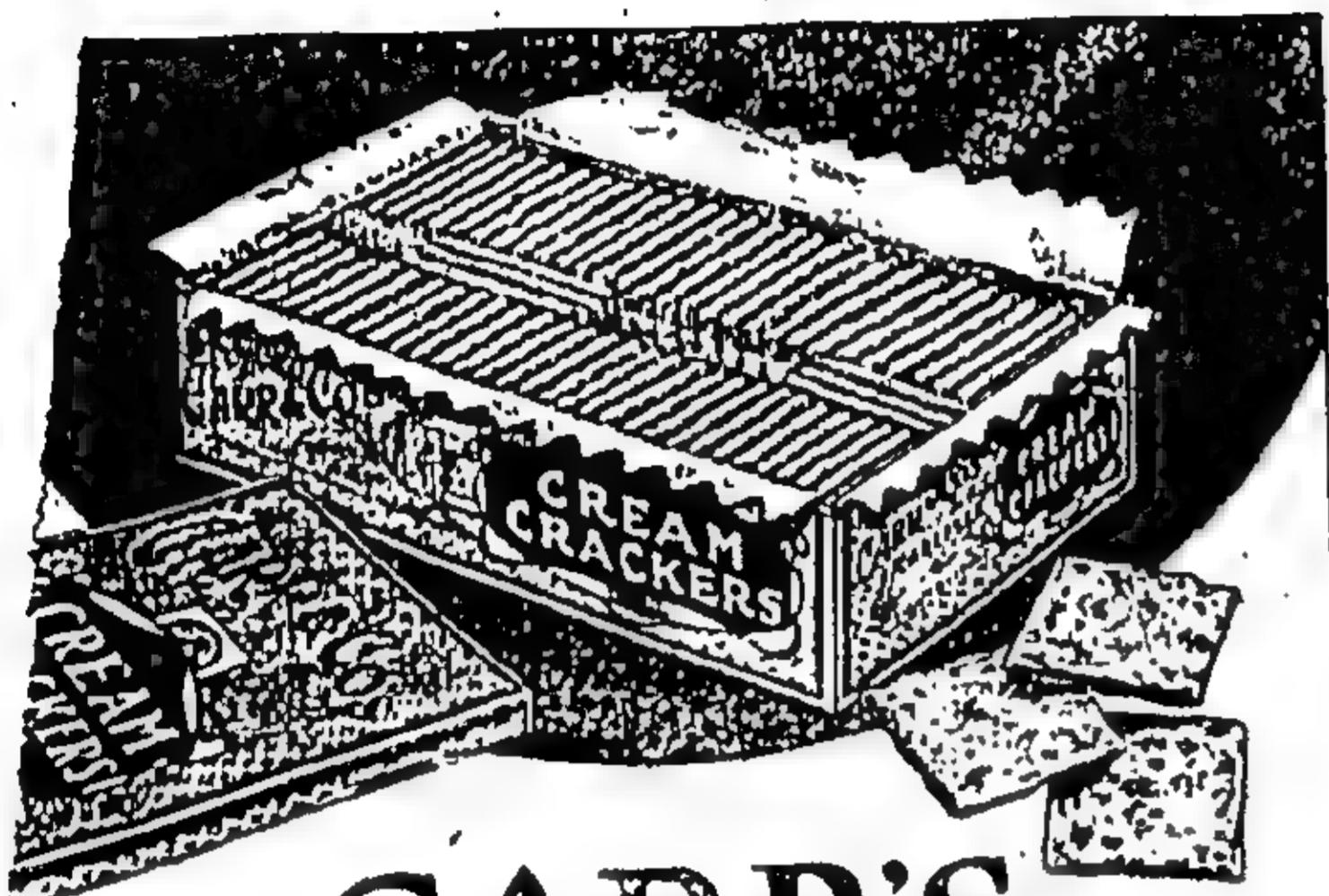
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### REFORM OF THE POST OFFICE

#### A GOVERNMENT INQUIRY.

It is the intention of the Government to appoint a small Committee to inquire into the working of the General Post Office and its constitution, to see whether any changes would improve its efficiency.

Viscount Bridgeman—who had a long experience of departmental work when he was in the House of Commons—will, it is understood, be chairman.

Among the other members will be Lord Plender, the well-known chartered accountant, and Sir John Cadman, Chairman of the Anglo-Persian Oil Company.

To Viscount Wolmer, the member for Aldershot, belongs the credit for the creation of the Committee. He was Assistant-Postmaster-General in the last Conservative Government. His experience there made him a keen critic of the Department.

After the General Election a memorial for presentation to the Prime Minister asking for an impartial inquiry was signed by 320 supporters of the National Government.

#### Scope of the Inquiry.

"I think," Lord Wolmer said, "Lord Bridgeman will make an admirable chairman. I asked for a Committee composed of one experienced politician and two or three first-class business men. All this the Government have given us:

"In order to arrive at any judgment, it will be necessary to compare the work of the Post Office, as regards telephones, telegraphs, and postal services, as well as its financial management, with similar organisations abroad.

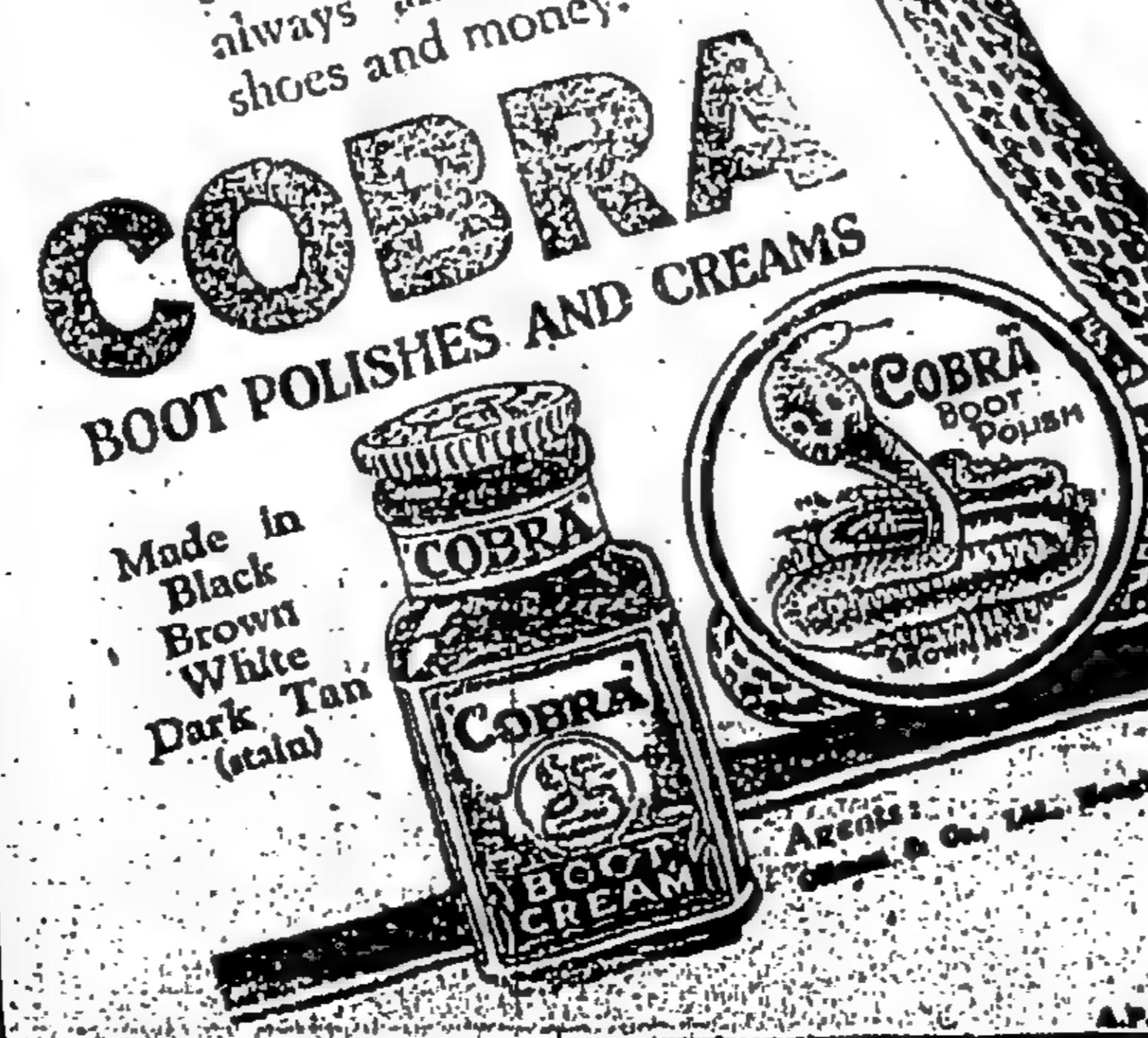
"The Committee will have the great advantage of the reports of a number of recent inquiries. There was the Hardman Lever Committee of 1928 on the telegraph, and the report of the Evelyn Cecil Committee, in 1922, on the telephone. Then the Civil Service Commission last year recommended the appointment of such a body as is now to be set up.

"Then," Lord Wolmer continued, "the Committee will have to hear the evidence of members of the staffs. Their real views are by no means those of their official organisations, which have been put forward so much of late. These organisations are all either affiliated to the Labour Party or, at any rate, are in sympathy with it.

"I shall be quite content to abide by the judgment of the Committee, and I think we can be sure that the present House of Commons will not allow the report to be pigeon-holed."

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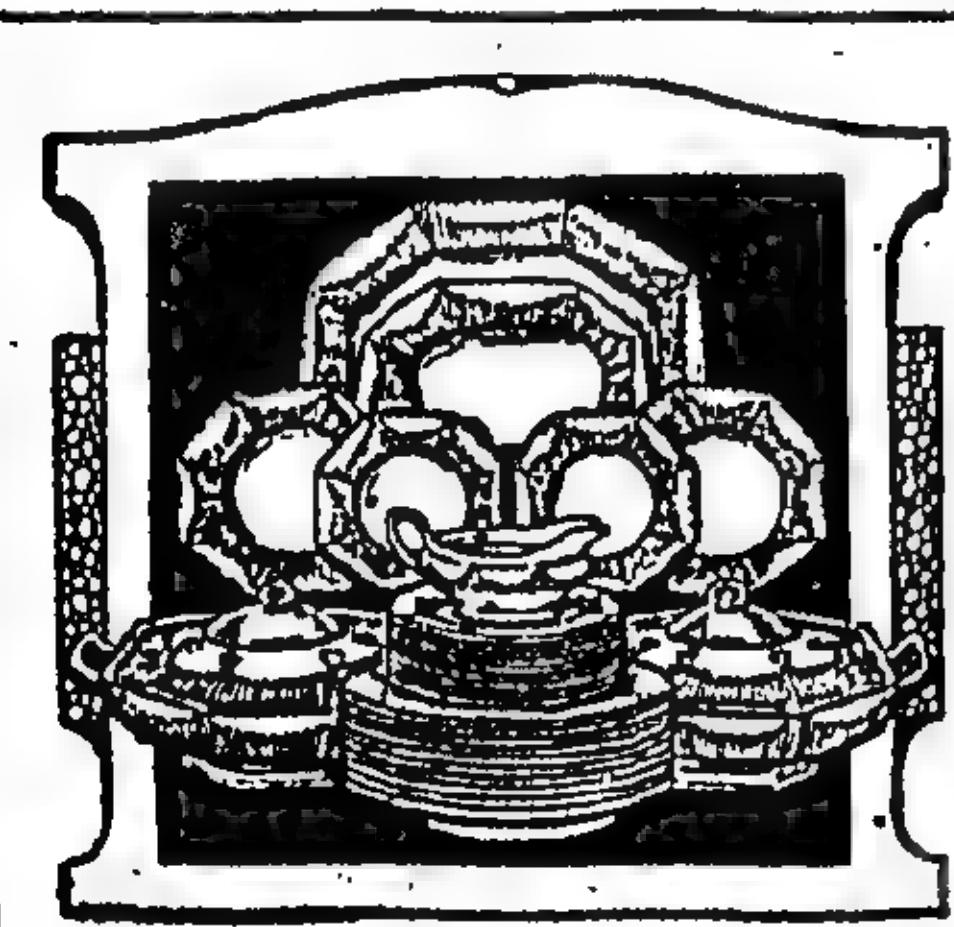
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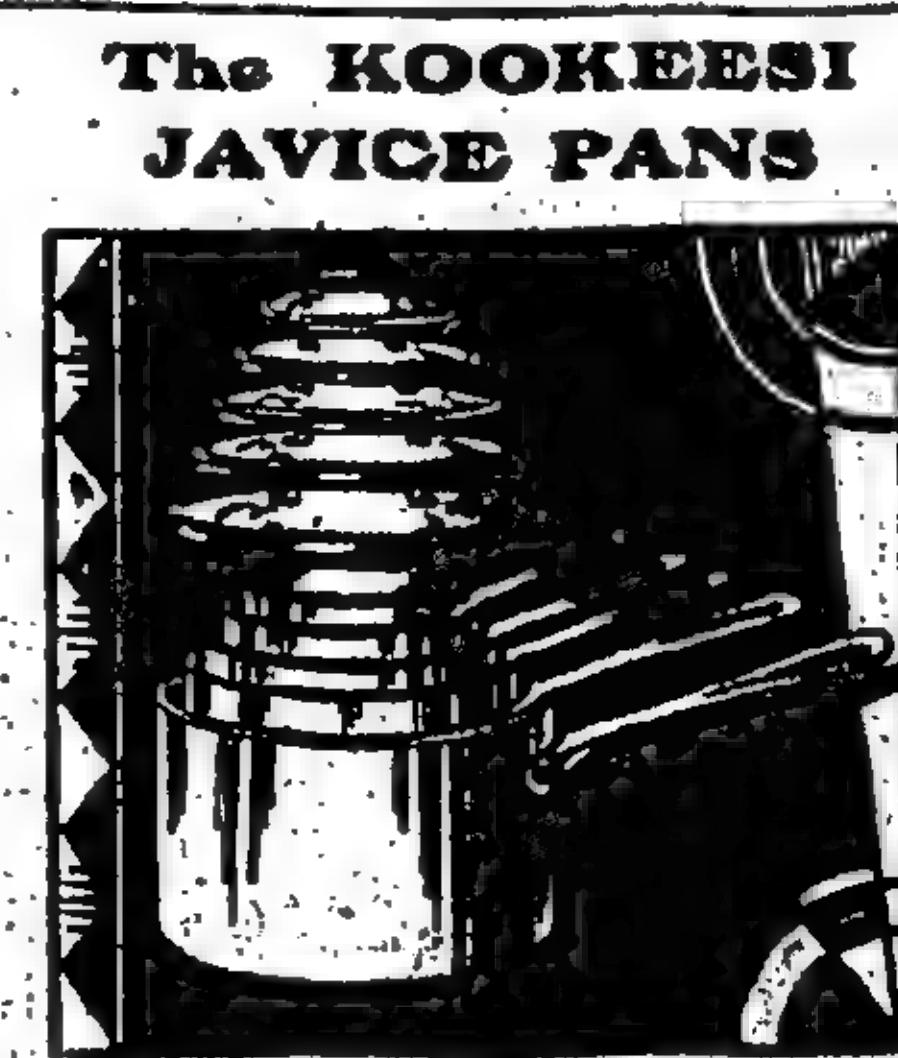


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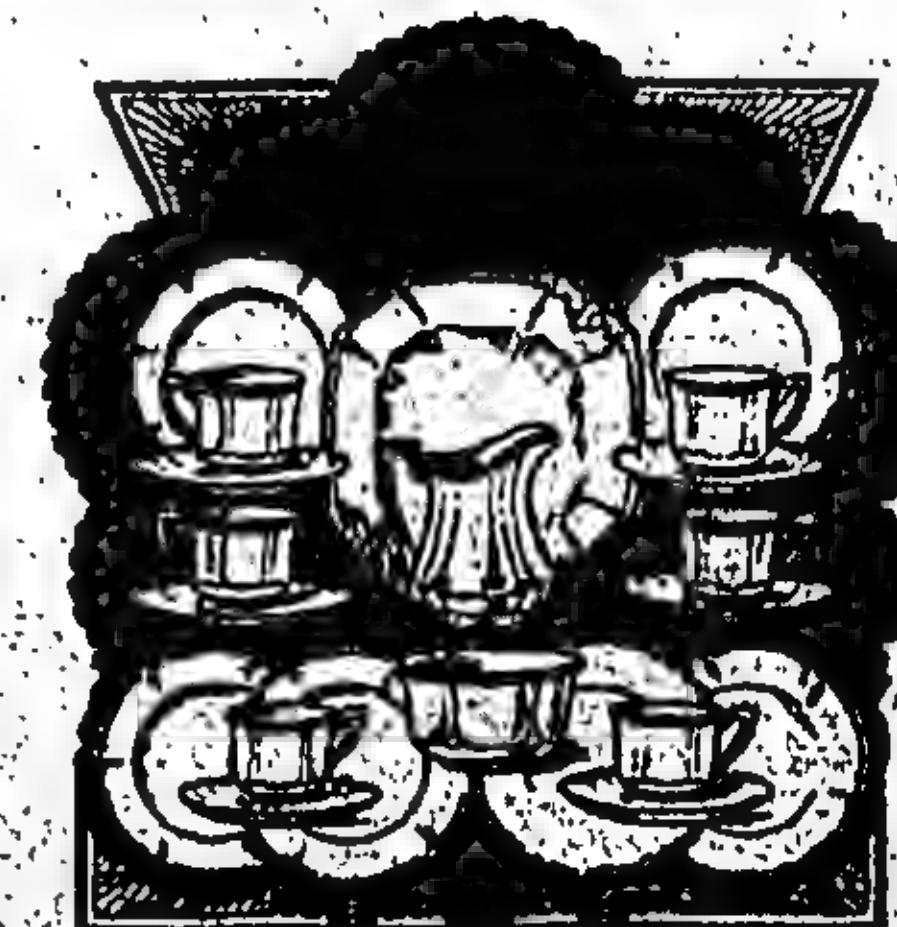


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THREAT TO N.S.W.  
PREMIER.

PLOT TO THROW HIM  
INTO THE RIVER.

London, Mar. 18. An amazing plot to seize the Premier, Mr. Lang, and throw him into the river, at the opening of the Sydney harbour bridge tomorrow, is disclosed in a wireless message received at Sydney from Mr. Willis, New South Wales Agent General in London, to the Colonial Secretary.

The message stated that members of the House of Commons and others interested in Australian affairs had held a secret meeting on Thursday evening and discussed the bridge opening. It was revealed that the "New Guard" movement in New South Wales, an anti-communist organisation, intended to implement the above plan and he strongly urged every precaution to protect the Premier and save the State from a disgraceful act.

The Sydney police regarded the radiogram as a hoax, but Mr. Willis, interviewed by Reuters in London, said the message was authentic, and he had obtained his information from an unimpeachable source.—Reuters.

EASTER TRUCE.

PRESIDENT HINDENBURG'S PROCLAMATION.

Berlin, Mar. 18. An Easter truce has been proclaimed by President Hindenburg, under which public meetings, demonstrations, and political leaflets and posters are prohibited.

The decree enforces until further notice a censorship of political propaganda.—Reuters' Special Service.



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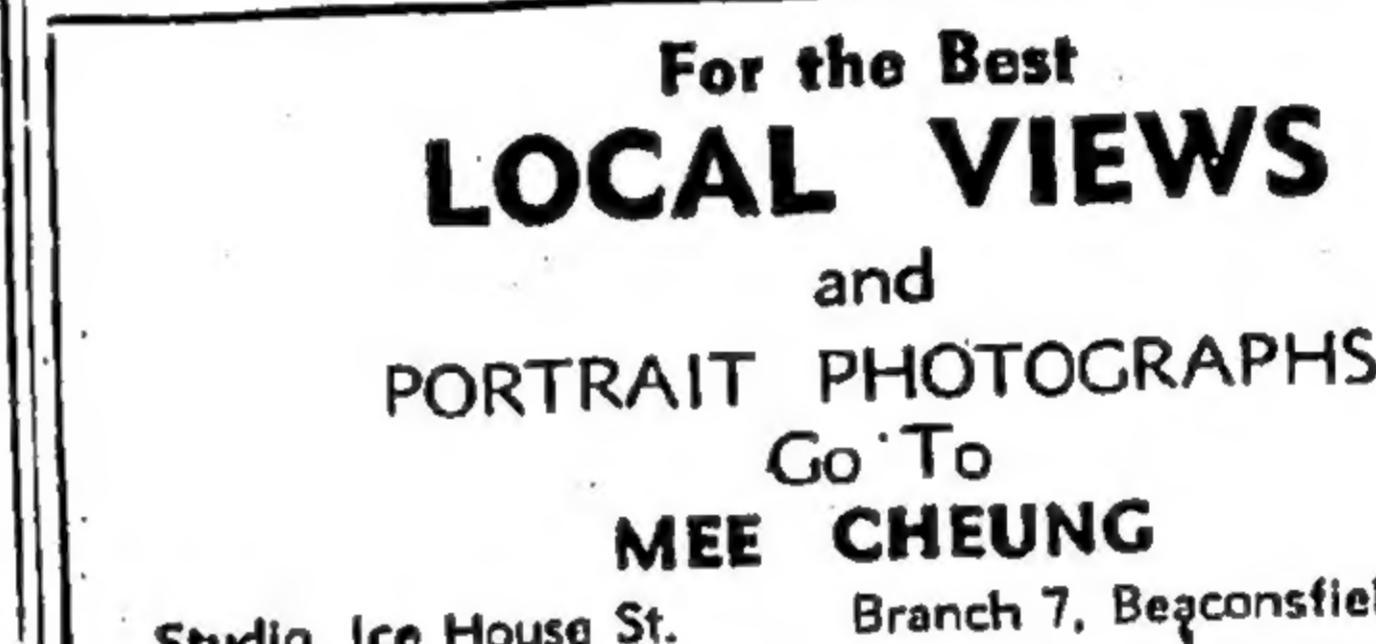
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TO KORE via AMOY & OSAKA	Kutsang	Sun. 17th Apr at 7 a.m.
TO SANDAKAN	Yusang Mausang Hinsang	Satur. 26th Mar at noon. Sun. 27th Mar at noon. Wed. 6th Apr at noon.
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MESSAGERIES MARITIMES.The Steamship,  
"GENERAL METZINGER"  
Arrived Hongkong Wednesday,  
the 10th March, 1932.  
From MARSEILLES &c.Consignment of Cargo by the above  
named Steamship and Agency informed  
that their goods with the exception of  
Opium, Treasure, and Valuables  
being landed and placed at their risk in  
the Godowns of the Hongkong  
Kowloon Wharf and Godown Co. Ltd.,  
Kowloon, whence delivery can be  
obtained as the goods are landed—  
Goods not cleared within 7 days  
including date of arrival, will be  
subject to rent.All claims must be sent to the  
undersigned before the Friday, the 26th  
March, 1932, or they will not be  
recognized.Damaged Packages must be left in  
the Godowns for examination by the  
consignee and the Company's Sur-  
veyor. Masters.—Godown and Douglas  
at 10.00 a.m. on Tuesday the 26th  
March, 1932. Consignees must have a  
Revenue Officer in attendance when  
damaged dutiable goods are examined  
by the Company's Surveyors.No claims will be admitted and the  
goods have left the Godowns.No Fire Insurance will be effected  
by us in any case whatever.R. OHN,  
Agent.

Hongkong, 16th March, 1932.

N. Y. K. LINE

(NIPPON YUSEN KAISHA)

From EUROPE and STRAITS.

The Motorship,  
"HAKONE MARU"having arrived from the above ports,  
Consignees of Cargo are hereby  
informed that their Goods are being  
landed and placed at their risk in the  
Hongkong and Kowloon Wharf and  
Godown Company's Godowns at Kowloon,  
whence delivery may be obtained.Goods not cleared by the 26th Inst.,  
will be subject to rent.Damaged packages must be left in  
the Godowns for examination by the  
consignee and the Co's representatives  
on any Tuesdays and Fridays  
from 2.30 p.m. within the free storage  
period. For the examination of  
damaged dutiable goods, the  
consignee must arrange for a Revenue  
Officer to be present.All claims must be presented within  
in ten days of the steamer's arrival  
here, after which date they cannot be  
recognized.No claims will be admitted after the  
goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA,

Hongkong, 18th March, 1932.

## COMPANY REPORT.

THE UNION WATERBOAT  
CO. LTD.The Union Waterboat Company,  
Limited, advise that, subject to audit,  
the net balance at credit of profit  
and loss account for the year ended  
December 31, 1931 is £21,408.40,  
which amount the members of the  
Consulting Committee will, at the ap-  
proaching meeting of shareholders,  
recommend be allocated as follows:

P. &amp; O. a dividend of 50 cents per

share, amounting to £10,400.40

Carry forward to new Account £10,400.40

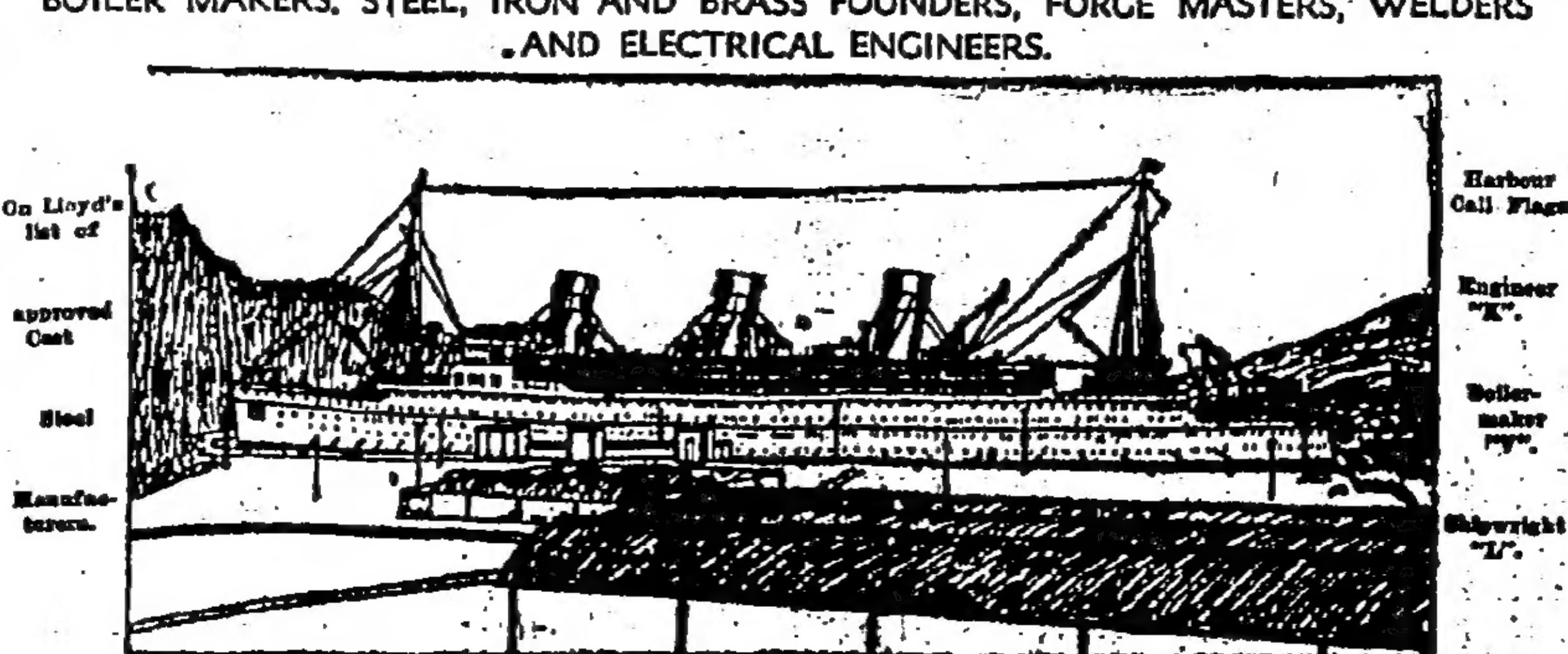
£23,408.40

DUTCH TARIFFS.

NEW IMPOSTS APPROVED  
BY UPPER CHAMBER.The Hague, Mar. 18.  
A Bill increasing the excise  
duties on wine and sugar, and  
raising the stamp duty on foreign  
securities, and cigarettes, has passed  
the Upper Chamber.The Bill also imposes an import  
duty on fruits from southern  
countries.—Reuter.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

Head Office and Works:

KOWLOON HONGKONG. HONG KONG OFFICE 22920.  
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS,  
BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORCE MASTERS, WELDERS  
AND ELECTRICAL ENGINEERS.

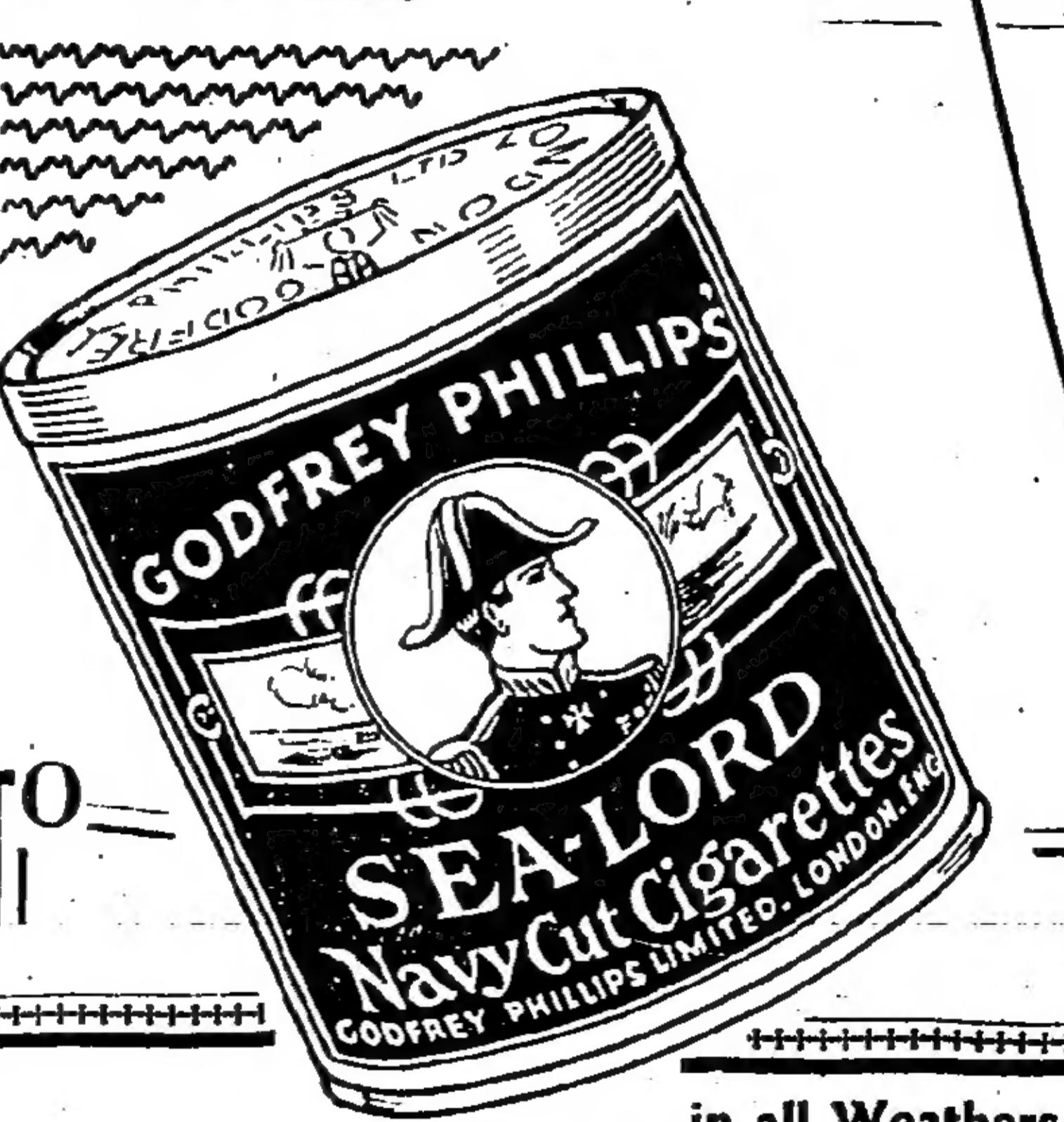
## T.S.S. "EMPEROR OF JAPAN."

In No. 1 Dock. Ship Dimensions:—688'0" O. A. x 83'6" x 48'6" Mid.

28,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" x 86'0" x 50'6". Over all, H.W. O.S.T.  
Salvage Tug "Henry Keswick" 2,000 H.P. Wireless Call Signal V.P.F.T. and  
Flag Call Signal. T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used:  
A1. A.B.C. Fifth Edition: Engineering, First and Second Edition: Western  
Union, Bentley and Watkins.Kindly send enquiries to the Chief Manager,  
R. M. Dyer, C.B.E., B.Sc., M.I.N.A., Kowloon Docks, Hongkong.If you listen to my advice as an  
experienced doctor, then . . .exercise the greatest care in the choice of baby's food.  
So much in later years depends on the foundation laid in  
infancy. With the mother lies a big responsibility, the welfare  
of the coming generation. The tropics especially call  
for a healthy constitution. For baby, therefore, the best  
only is good enough. This is the reason why you should  
give baby plenty of "BEAR BRAND" Milk. It does more  
than merely nourish, it builds up the whole system, it  
paves the way to perfect health and success in life.  
BEAR BRAND comes from the great Swiss Milk centre,  
the Emmenthal, it is very rich in nutritive elements,  
absolutely pure and an infant food par excellence. BEAR  
BRAND Milk goes to make healthy babies, happy  
children, successful men and women.BEAR BRAND  
Natural Swiss Milk  
A.B. MOULDER & CO., LTD.  
China Building  
Sales Agents for South China.

## For a Good Smoke



Agents:—John D. HUTCHISON &amp; CO.

THE PREMIER ALL WATER ROUTE TO  
NEW YORK and other U.S. Atlantic Ports via  
Panama.All Vessel call at SAN FRANCISCO and LOS  
ANGELES en route.Passengers desiring to travel, by this interesting  
route will find the accommodation provided  
well up to their expectations, and at a cost most  
reasonable.

For Passenger and Freight information please apply:-

DODWELL & CO., LTD.  
Queen's Buildings. Agents. Telephone 28031.P. & O. BRITISH-INDIA, APCAR AND  
EASTERN & AUSTRALIAN LINES.  
(COMPANIES incorporated in ENGLAND)  
Taking Cargo on through Bills of Lading for Straits, Java  
and Burma, Ceylon, India, Persian Gulf, Mauritius,  
E. & S. Africa, Australasia, including New Zealand &  
Queensland Ports, Red Sea, Egypt, Constantinople, Greece,  
Levantine Ports, Europe, etc.  
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT  
ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong- kong (about)	Destination
RAJPUTANA	17,000	26th Mar. noon.	Marseilles & London
MIRZAFORE	6,700	29th Mar.	Straits, Colombo & B'bay
"BURDWAN	6,500	2nd Apr.	M'les, L'don, Havre, H'bur R'dam, A'werp & Hul
CORFU	15,000	9th Apr.	Marseilles & London
RAWALPINDI	17,000	23rd Apr.	Bombay, M'les & L'don
RANPURA	17,000	7th May.	Bombay, M'les, L'don, Hayre
"ISOMALI	6,800	14th May.	B'bay, Rotterdam, A'ntwerp & Hul
CHITRAL	15,000	21st May.	Bombay, M'les & L'don Cargo only.   Calla Cassa Blanca.   Calla Djibouti.

Frequent connections from Port Said for Passengers and Cargo to  
Constantinople, Piraeus, Smyrna and other Levant Ports by Steamers  
of the Rediaud Mail S.S. Co.

## BRITISH INDIA-APCAR SAILINGS.

SANTHIA	8,000	22 Mar. 3 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	3rd Apr.	S'pore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

NANKIN	7,000	2d Apr.	Manila, Rabaul,
VELLORE	7,000	30th Apr.	Brisbane, Sydney, and Melbourne
TANDA	7,000	3rd June	

Regular Monthly Sailings from Hongkong to Shanghai and Japan  
and Hongkong to Australia.Hongkong to Sydney—19 days.  
Frequent connections from Australia with the following:—The Union S.S. Co's Steamers to the United Kingdom via  
New Zealand, Vancouver, San Francisco, etc.

The P. &amp; O. Royal Mail Steamers to London and

The P. &amp; O. Branch Steamers of Steamers to London via Suez.

The New Zealand Shipping Co's Steamers for Southampton and  
London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN.

RAWALPINDI	17,000	24th Mar.	Shanghai, Kobe & Yoko
TALAMBA	8,000	25th Mar.	Amoy, Moji, Kobe & Yoko
NELLORE	7,000	4th Apr.	Shanghai, Moji, Kobe, Osaka & Yoko
ISOMALI	6,800	5th Apr.	Shanghai, Kobe & Yoko
RANPURA	17,000	7th Apr.	Shanghai, Kobe & Yoko
TAKADA	7,000	8th Apr.	Amoy, Shanghai, Moji, Kobe & Osaka
CHITRAL	15,000	21st Apr.	Shanghai, Kobe & Yoko
SIRDHANA	8,000	22nd Apr.	Amoy, Moji, Kobe & Yoko
IBANGALORE	6,500	30th Apr.	Shanghai, Moji, Kobe & Yoko
RANCHI	17,000	5th May.	Shanghai, Kobe & Yoko
TALAWA	10,000	5th May.	

## MAJESTIC



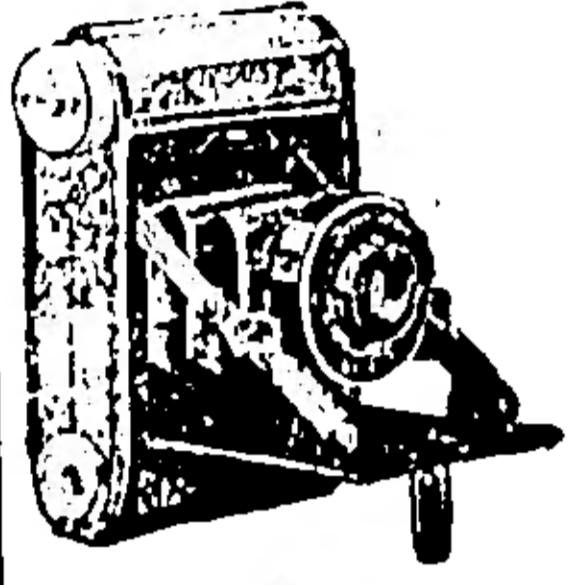
Showing To-Day

At 2.30, 5.20, 7.20 &  
9.20 P.M.Cuddle Up!  
Pucker Up!  
You'll Love Her!

Sweetie

*A Garamont Picture*  
with  
Nancy Carroll  
Helen Kane  
Jack Oakie  
Stanley Smith"Sweeter Than Sweet"  
--The New, Tuneful  
Treat--One of a dozen  
great songs in "Sweetie"  
Jazz-Mad Collegiate  
Music-Romance.THE  
BABY-IKONTA

Always ready for action:

Press a button, and the Ikonta opens  
like a Jack-in-the-Box, just the camera  
for snapping unexpected scenesBaby-Ikonta with 6, 3 Novar \$37.00  
Baby-Ikonta with 4, 5 Novar \$44.50Ask for the new Baby-Ikonta  
pamphlet!

ZEISS IKON

Sole Agents for China--  
CARLOWITZ & CO.,  
4, Queen's Road, Bank of China  
Building, Hongkong

FAIRBANKS MORSE &amp; CO.

SOLE AGENTS FOR HONGKONG & SOUTH CHINA.  
SHEWAN TOMES & CO.  
HONGKONG CANTON

## DIESEL ENGINES

VERTICAL TYPES UP TO 2,000 H.P.  
DIRECT COUPLED ELECTRIC SETS.  
MARINE TYPES. DIRECT REVERSIBLE  
OR WITH GEAR BOX, FOR SHIPS.  
FERRIES, LAUNCHES & TUGS.  
POWER STATION EQUIPMENT.LIGHTING SETS  
D.C. or A.C.WINDMILLS. SWITCH BOARDS.  
STORAGE BATTERIES. DYNAMOS.  
RAILCARS. SCALES.PUMPS SHALLOW OR  
DEEP WELL. RAM OR  
CENTRIFUGAL HOUSE  
SERVICE, & ALL PURPOSES.  
STEAM OR ELECTRIC DRIVE.

F-M

INDUSTRIAL 'Z'  
HORIZONTAL ENGINES  
FOR 15 YEARS THE  
WORLD'S MOST POPULAR  
SMALL POWER UNIT.Printed and Published for the Proprietors by FREDERICK PERCY  
FRANKLIN, at 1 and 2, Wyndham Street, in the City of Victoria  
Hongkong.NANKING  
PREPARING  
WELCOME.LEAGUE COMMISSION  
PROGRAMME.Nanking, Mar. 19.  
Mr. Lin Sen, the Chairman of  
the National Government, has re-  
turned from Loyang in order to  
meet the members of the Lytton  
Commission.Civic organisations to the number  
of 300 are taking part in an  
elaborate programme to welcome  
the Commission.When the Commission lands at  
the Hsiakwan wharves, a crowd  
of more than 7,000 boys and girls  
from the elementary schools will  
meet the members.Special sub-committees have  
been formed in order to attend  
to the entertainments, etc., which  
are to be held in honour of the  
Commission. --*Reuter*.GOVT. INDUSTRIAL  
ADVISER.SIR HORACE WILSON  
APPOINTED.London, Mar. 18.  
The Prime Minister has ap-  
pointed Sir Horace Wilson, the  
Government's Chief Industrial  
Adviser, to be one of the repre-  
sentatives of the Imperial  
Committee in succession to Sir  
Sydney Chapman, who resigned on  
his appointment as member of the  
Imperial Duties Advisory Committee.--*British Wireless*.THE DISARMAMENT  
DELEGATES.MAJORITY LEAVE FOR  
HOLIDAYS.London, Mar. 18.  
The members of practically all  
the delegations to the Disarmament  
Conference have left Geneva  
for the Easter vacation.Mr. Arthur Henderson, Chair-  
man of the Conference, is re-  
maining at Geneva on doctors'  
orders. --*British Wireless*.THE LIVING BUDDHA  
MURDERED.AN OUTRAGE BY BANDITS  
REPORTED.Peking, Mar. 18.  
The Living Buddha of Kokonor  
and his chief lieutenant have been  
killed by bandits at Tengkow,  
according to a Chinese message  
from Ninghsia, which adds that  
the authorities are hoping to ap-  
prehend the murderers. --*Reuter*.Owing to the occurrence of several  
cases of mumps, the date of the  
Quarry Bay Spring Festival has been  
postponed until Friday, April 22, at  
11 o'clock.FINAL SHOWINGS  
TO-DAYAt 2.30, 5.10,  
7.15 & 9.30 p.m.Paramount 1932  
ProductionReleasing "Simulat-  
ously with N.Y.  
TALLULAH the  
magnificent! Symbol  
of modern women.  
Displaying all her  
versatile charms in  
this heart-touching  
story of a girl who  
braved scandal, dis-  
grace that she might  
have love!"TALLULAH  
BANKHEAD  
in  
"The Cheat"  
A Garamont Picture  
with  
IRVING PICHETADDED FEATURE  
PARAMOUNT SOUND NEWS  
and "COMEDY"

## FANLING RACES.

SEVEN EVENTS FOR  
TO-MORROW.

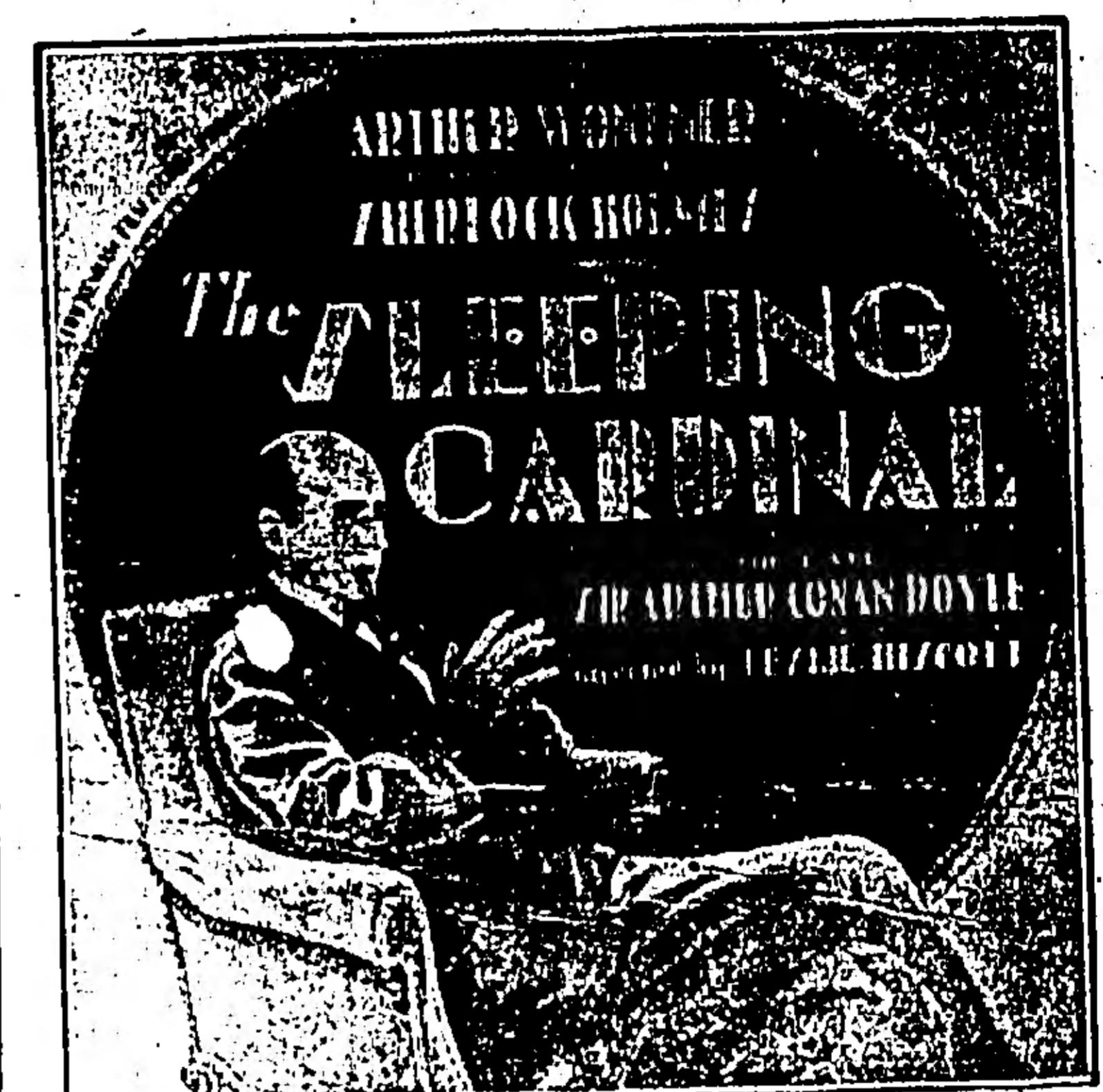
(By "Ringtail").

If the weather remains fine, we  
should see some nice racing at  
the Easter Meeting of the Fanling  
Race and Hunt Club to-morrow at  
Kwanti.The first race is set for 2.15 p.m.  
sharp, and as there are seven  
events to get through, I have no  
doubt the sport will be full of  
interest. A good mixed pro-  
gramme will be submitted, in-  
cluding flat, hurdle and steeple-  
chase events. My selections are  
as follows:1st Race  
Loch Ryan  
Herg  
Mouche  
2nd Race  
Daylight Eve  
African Eve  
Target  
3rd Race  
Royal Flush  
Christmas Frolic  
Marquis Hall  
4th Race  
Fritz  
St. Moritz  
The Bustard  
5th Race  
Bright Eyes  
Sonny Boy  
Sunning  
6th Race  
Trigo  
The Crook  
Prospero  
7th Race  
Donnabella  
Fanling Stag  
HeftyDOLLAR REMAINS  
UNCHANGED.SLIGHT ADVANCE IN  
SILVER.London, Mar. 18.  
Although silver is slightly up in  
London, the Hongkong dollar re-  
mains unchanged at 1s. 3d.  
The market locally is dull.Silver rose 1.16th in London  
spot and forward. China bought  
and sold, but business on a quiet  
market was small. After the  
official fixing, the market ruled  
stably, due to buying by America.  
In New York, silver is un-  
changed, with the market dull.Owing to the occurrence of several  
cases of mumps, the date of the  
Quarry Bay Spring Festival has been  
postponed until Friday, April 22, at  
11 o'clock.TWO NEW PLANES  
TESTED.CANADIAN AND U.S.  
MACHINES.Two new types of light aircraft  
successfully underwent their pro-  
liminary test flights at Kai Tak  
Aerodrome yesterday afternoon,  
one being a Canadian machine  
and the other American. They  
are both new to Hongkong.One is an Arrow Sports, which  
has been brought to the Colony  
by Messrs. Wallace Harper and  
Co., Ltd., the well-known local  
Ford agents. This is a snappy-  
looking two seater pilot the  
passenger sitting side by side. Mr.  
Harper took it up on a preliminary  
solo test in the afternoon.The other machine is of all-  
Canadian manufacture, being a  
Curlliss-Roald "Rambler," some-  
what on the general design of an  
Avian, with the exception that  
the lower wing is shorter than  
the top, and flying and landing  
wires are replaced by a patented  
interplane strut construction. It  
is powered with an inverted Gypsy  
engine and is of all-metal construc-  
tion.Mr. Edward L. Curtis, a Cana-  
dian pilot, tested it out yesterday  
afternoon on behalf of Messrs.  
Lam Wing Yan, No. 315, Hennessy  
Road, Wan Chai, who have im-  
ported it to the Colony for de-  
monstration purposes.

## WUCHOW BLAZE.

SERIOUS OUTBREAK.  
AVERTED.Wuchow, Mar. 16.  
A serious conflagration was  
narrowly averted last night when  
a fire broke out on Soi Long Klu,  
one of the principal streets of  
Wuchow.The blaze started at 11 o'clock  
and raged for about an hour be-  
fore it was brought under control  
by the Fire Brigade. The inclem-  
ent weather and the absence of  
a high wind greatly assisted the  
fire-fighters in confining the blaze  
to a comparatively small area.The Southern Garden Rest-  
aurant, a building of several  
stores, was gutted, and a money  
changer's establishment, which is  
next to the eating house, was badly  
damaged, as well as several ad-  
jacent structures in the rear. A  
mashup occupied by a junk dealer  
was also destroyed.Properly to the value of several  
thousands of dollars, was destruc-  
ted by the blaze which was still  
smouldering this morning. As far  
as could be ascertained, there were  
no casualties.A reading-room, conducted by  
the Baptist Mission, is only a few  
doors from the site of the fire, and  
the large Wuchow Baptist Church  
is situated on the opposite side of  
the street, less than a half-block  
distant. --*Our Own Correspondent*.

## QUEENS

Final Showings To-day at 2.30, 5.10, 7.15 & 9.30 p.m.  
THE BRILLIANT BRITISH SUCCESS!A BRILLIANT  
THREE-DIMENSIONALThe SLEEPING  
CARDINALDIRECTED BY  
ARTHUR CONAN DOYLEPRODUCED BY  
LEWIS HILTONTO-MORROW  
THEIR LATEST MIRTHQUAKE

STAN OLIVER

LAUREL HARDY

in  
"BEAU HUNKS"

SEE THEM NOW IN THE LEGION.

SPECIAL ADDED ATTRACTIONS

THE COLOUR REVUE SPORTS SERIES

"Baby Follies" "Olympic Events"

AT THE STAR  
LESLIE HENSON'S BRITISH HOWLER!Final Showings To-day  
at 2.30, 5.20, 7.20 & 9.20

"A WARM CORNER"

## CARS FOR SALE

Among these

IS A CAR YOU MAY NEED!

BUICK SALOON 1928 Model.

6 Cylinder, 5 Seats, 4 Doors, 6 Wire Wheels

GRAHAM PAIGE SALOON

1931 Model, 8 Cylinder, 5 Seats, 4 Doors,  
6 Wire Wheels.

BUICK TOURING 1927 Model.

6 Cylinder, 5 Seats, 4 Doors, 5 Wire Wheels

FIAT RACING 1929 Model.

2 Seats, 4 Cylinder

and other cars to choose from

YOU WILL FIND OUR PRICES VERY MODERATE

FOR THESE QUALITY CARS.

Please Apply to

THE NATHAN GARAGE

55, Nathan Road, Kowloon.

Tel. 56948.

## TO-MORROW AT THE KING'S

FOX WILLIAMS

YOUNG AS YOU FEEL

FIFI DORSAY

MAN HING TAILOR

PERFECT, FIT, GUARANTEED

No. 9 D'Aguilar Street, Tel. 20720.

ADDED FEATURE  
PARAMOUNT SOUND NEWS  
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